MOTOR RECORD

OCTOBER, 1922

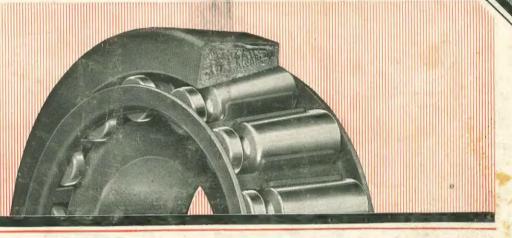
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What similarly vital automotive part has ever gained acceptance as universal?

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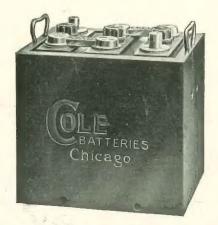
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COLE STORAGE BATTERY CO., Inc. Chicago, Illinois

2435 Indiana Avenue

MOTOR RECORD

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Meets all requirements of underwriters.

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THE B. F. GOODRICH RUBBER COMPANY

Akron, Ohio

GOODRICH Gasoline Hose

INTOTOR PRECORD

Vol. XII.

OCTOBER, 1922

No. 4

The Noiseless Automobile Is Yet to Be Built

Much Has Been Accomplished Towards Making Cars Quiet in Operation, But There Is Still Plenty of Room for Further Improvements

By EDWARD G. INGRAM

A LMOST everyone who lives close to a busy street or road will agree with the statement that the average car is far from noiseless in operation. No car, in fact, is noiseless in operation even under ideal conditions, or, in other words, when operating at a moderate speed on a perfectly smooth, level road, though from a relative standpoint, some may be said to be nearly silent. The fact that many of the noises are due to different causes in different cars shows that many of these noises are unnecessary.

It appears that car noises may be classified as follows: Noises which probably cannot be entirely avoided without changing the principle upon which the present automobile is built, such as the clash of shifting gears; noises due to careless or imperfect design, due, for example, to improper muffling of the exhaust; noises due to the wear of parts after the car has been used for a considerable period of time, such as the rattles due to worn spring chuckles and brake rod connections.

Noises due to the first cause are very difficult to overcome. Anyone who has lived near a hill will admit that the constant noise from clashing gears is very annoying, but to entirely overcome this would probably call for a radical departure from our present method of power transmission to the rear wheels.

Even if a means of shifting gears was devised, which would be noiseless, there would still be the wine of the gears when the car was not operating on direct drive. This wining noise cannot be avoided, even when the gears are very carefully made, though it can be made less severe. The sliding gear transmission is undoubtedly one of the most imperfect units of the automobile, relatively speaking. At moderate speeds, no other unit of the car is responsible for so much noise, but at higher speeds engine noise also becomes objectional.

An engine has never yet been built which could be called quiet in the true sense of the word at high

speeds. This is in spite of the fact that much has been accomplished through lightening the reciprocating parts, giving more attention to the balancing of rotating and reciprocating parts and providing greater rigidity, especially in such places as the crankcase and crankshaft. It seems doubtful if the roar of an engine running at a very high speed, say 2,500 revolutions per minute, can ever be entirely overcome. The noise from a simple piece of machinery, like an emery wheel when running at this speed, is considerable. When one considers trying to make a complicated thing like a gasoline engine with all its reciprocating parts run quietly at this speed, the problem indeed seems difficult.

How much noise can be reduced by resorting to other types of valves than the poppet is an open question. At moderate speeds there is certainly little difference betwen a good poppet valve engine and a good sleeve-valve engine. At high speeds it might at first seem that the sleeve-valve engine should be quieter, but it must be remembered that at high speeds the reciprocating sleeves may set up vibration, resulting in noise. Theoretically, the rotary type of valve should possess many advantages from the standpoint of reducing valve noise to a minimum, but other troubles with this type appear to be difficult to surmount.

There are many other causes of noise in an engine running at a high speed. It must be remembered when an engine is turning 2,500 revolutions per minute many of the accessories, such as the generator, water pump and fan are running at much higher speeds. The roar of the air drawn through the radiator by the fan is considerable, yet we cannot cool an engine without air circulation. While it is doubtful if some of these noises can ever be overcome, much can be accomplished by muffling them. By making

gear housings, crankcase, etc., of such material and in (Continued on page 25)

Profit in Lead Welding and Battery Repair

S ERVICE to customers is the rule of the day for the successful building of a profitable business. When such service not only attracts other business, but directly increases the profits of the plant, the

advantage is obvious.

It is estimated that there are now 11,000,000 automobiles in use in this country. Repair of batteries for these cars is profitable service. No garage can afford to be unprepared to take care of this work. Every welding shop should also be equipped for it. The investment for the garage or welding shop in the necessary equipment is small and the profits of a few months will more than return the initial investment.

GASES REQUIRED

There are a number of gases used for successfully doing the work; namely, acetylene mixed with oxygen; hydrogen mixed with oxygen, or city or natural gas mixed with oxygen. The acetylene, hydrogen and oxygen may be procured from local service stations in loaned cylinders at a low cost.

FLAME ADJUSTMENT

The beginner should first practice obtaining the proper flame adjustment. Instead of using the neutral flame ordinarily used in welding, a carbonizing flame with a slight excess of the fuel gas (acetylene, hydrogen or city gas) should be used.

HOLDING THE METAL

After the flame adjustment is obtained the next step is to practice building up lead, obtaining a complete fusion and at the same time preventing the metal from runing away. The melting point of lead is about 650 degrees and it will take some practice in the beginning, particularly with the oxy-acetylene flame, which is quite hot, for the operator to be able to hold the metal. After this is accomplished the actual work of battery repair and lead welding is a comparatively simple matter.

PREPARATION OF WORK

The most essential point to be kept in mind-always-is to be careful that there is no dirt on the metal to be welded, or between the layers of metal built up. All dirt and dust should be carefully removed by scraping or by brushing with a stiff wire brush. The presence of dirt on the surface being welded is liable to cause an insulated point which will prevent the proper functioning of the battery.

REPLACEMENT OF TERMINALS

In replacing terminals the first thing to be done is to cut away and point the old post. The new terminal is then placed over the post; care being taken to set the terminal high enough from the cell top for wrench clearance. The flame is then applied to the terminal at the post top, melting this down to a round puddle. The terminal walls are melted before the puddle gets wide enough to reach the inside walls of the terminal and widening post puddle is melted or welded into the wall.

The first weld in the post is then allowed to cool. This is done to enable the welder to note how big the cavity is and to determine whether he has caught the walls of the terminal. The surface of the metal after cooling should be cleansed carefully with a stiff wire brush until it is bright and clean. More metal

is then added as shown in the figure by playing the torch first on the puddle and then on a lead stick held in the hand. It is essential that the lead stick and puddle in the cavity be kept at the same temperature in order to obtain complete fusion. The cavity is filled after adding in this manner several layers of lead. Enough lead is then added to round off the top and give the terminal a finished appearance. The work may then be tested by giving the terminal a sharp wrench with a pair of pliers and if the strap and element move with the impact it is an indication that the post and terminal are properly welded to-

Cell interconnectors are welded in the same way except that it is not necessary to keep the connectors as high above the cell or cover as in the case of

Besides battery repair, there are many other uses in a service station for a lead welding outfit. Welding, soldering and brazing of sheet metal such as steel, corper and lead can be done as well as the fusing of wires.

Two New Closed Models Added to Packard Line

Two new closed models have been added to the single-six line by the Packard Motor Car Co., Detroit, a five-passenger sedan limousine at \$3,325 and a five-passenger coupe at \$3,350. Both are mounted on the 126 in. wheelbase chassis. With these the company has six closed models in the single-six line, four on the short chasis and two on the 133 in.

The new sedan limousine is similar to the sevenpassenger sedan limousine, already included in the line, except for the shorter chassis. It is convertible from owner to chauffeur-driven by the rasing or lowering of a glass partition between the front and rear compartment. The front compartment is upholstered in plain leather and the rear in gray leather cloth.

The new coupe sets three on its rear seat, which extends across the width of the car. It is fitted with a large trunk containing two suit cases and a hat box. Nickel bar fenders are fastened on the rear panel of the body.

Assets of Empire Tire Bought for \$1,675,000

The assets of the Empire Tire & Rubber Corp., Trenton, N. J., were sold by the receivers at a public sale recently to Campbell, Heath & Co., of New York City, for \$1,675,000. It was stated that the purchasers will form a company to operate the plant, with C. Edward Murray, Jr., as head of the concern.

W. W. Pepper, a former president of the rubber company, is treasurer of the brokerage firm, while William H. Peck, president of the Third National Bank of Scranton, represented the firm in the bidding.

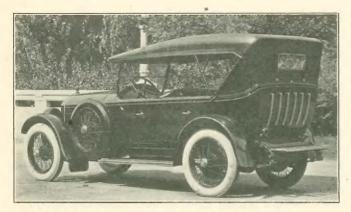
Midwest Has Passenger Car Engines

Three engines for passenger car service are now being manufactured by the Midwest Engine Co., Indianapolis. They are model "411," 35% x 5, with thermo-syphon water circulation; model "412," same size but with water pump; and model "410," 33% x 4½, with thermal circulation.

^{*}From Sparks, published by Pastian-Blessing Co.

Many Refinements in New Cole Series

ANY refinements, including a stronger frame, improved spring suspension, more efficient intake manifold and a new type of body termed "Etruscan," are included in the new Cole series Eight-Ninety. The frame is made of pressed steel, six inches deep and 2½ inches wide, with five cross members and two extra strong tie bars. On the rear cross member there is a heavy gusset plate which increases the rigidity. The steel is selected by metallurgical analyses and scientific tests. This new frame keeps the entire car, both body and



NEW COLE TOURING MODEL WITH ETRUSCAN BODY

chassis, in perfect alignment at all times, which gives absolute freedom from body squeaks and insures longer life to the chassis, it is claimed. The word "Ultramite," meaning "very strong metal," has been adopted as descriptive of this new frame.

The new Etruscan body has low sweeping lines of graceful contour, but this beauty has not been obtained at the sacrifice of durability and utility.

tained at the sacrifice of durability and utility.

The wheel base remains at 1271/4 inches, but the body has the appearance of being much lower than previous types, due, partially, to the black rounded molding at the lower edge of the bevel at the top of the body line. This molding extends from the radiator the full length of the car. Running parallel with the molding, about one inch below, is a thin white line which gives an additional touch of harmony and grace. The standard color is a rich Cole blue with black sheet metal parts and chassis. There is a ventilator in the cowl which gives a circulation of air into the driver's compartment. New drum headlights, 12 inches in diameter, with hand ground fluted lenses and adjustable lamp brackets and tie tube add to the beauty of the car. The lamps and brackets are black enamelled and mounted to the fenders by an unusually heavy tie bar which serves as a fender brace and lamp support. This construction prevents any rattling or weaving. On all models the spare wheels and tires are mounted on the sides.

By thus placing the spare wheels—which each weigh125 pounds with tires—near the car's center of gravity, the liability of skidding is greatly decreased, it is stated. The mounting irons are extra heavy and riveted directly to the frame. The individual steps have been entirely eliminated. In their place is a full three-quarter running board made entirely of aluminum covered with a rubber mat. It is mounted directly to the frame and rear fender in such a way that it forms a strong support to the fender. The fenders, aside from the change of design to harmonize with the Etruscan body, are twice as thick as formerly used. They are of 18 gauge metal and

mounted to the frame by two heavy irons, making it practically impossible for them to ever become loose.

With the exception of the new manifold, improved oiling system, and a few minor refinements, the motor remains unchanged. This is a special eight cylinder power plant built to Cole's specifications by Northway. It is of the "L" head type with cylinders cast 4 en block. The bore is $3\frac{1}{2}$ in. and the stroke $4\frac{1}{2}$ in., giving a piston displacement of 346.3 cubic inches and an S. A. E. rated horsepower of 39.22, although the engine will deliver 80 horsepower at 2800 r. p. m. Tests on the Speedway show a mileage of from 600 to 700 miles on a quart of oil, it is stated.

The new "envelope manifold" uses the exhaust to assist in the volatilization of the gas. This is done by completely surrounding the intake manifold with the exhaust manifold. The exhaust reaches a temperature of over 350 degrees in this chamber, which makes its action instantaneous and complete. Repeated tests on the Speedway at Indianapolis show that the results obtained are more than satisfactory. It is found that with this new manifold construction the engine operates much more smoothly; that all of the fuel goes into the combustion chamber in vapor form and, consequently, that the lubricating quality of the oil is not cut down by unexploded fluid gasoline passing downward around the piston rings into the crankcase and that it effects an increase of from 10 to 20 per cent in mileage, the company states.

The "hydro-cushion spring action," as it is termed by the maker, is a special Cole development which is claimed to greatly improve the riding quality by the scientific coordination of the spring action with positive, hydraulic rebound absorbtion. Lovejoy hydraulic shock absorbers are standard equipment on all Cole models. The springs are of the semi-elliptic type, $57\frac{1}{2}$ inches in rear and 39 inches in



COLE ENCLOSED MODEL WITH ETRUSCAN BODY

front. These have been lengthened over last year's models and made lighter to get greater flexibility. Rubber spring bumpers are provided in both front and rear to prevent any metal to metal clashes on extreme rebound. These bumpers are made of tough, hard rubber and are mounted to the frame.

A new type "M" Gemmer steering gear with an all wood walnut steering wheel and friction type control has been adopted. This type is much heavier construction throughout with more bearing on the steering arm shaft, permitting easier steering. The

(Continued on page 25)

Does Trade Paper Advertising Pay?*

wash out ve some of By FRANK M. COMRIE

EGARDLESS of the superior quality of a product, R EGARDLESS of the superior quality of a product, or how exactly it meets the needs of many people the manufacturer will soon go out of business, unless someone offers it for sale, and people buy it.

It has been said that anyone can manufacture—but

that it takes a wise man to sell the product.

Nothing sells itself. Everything must be sold.

That's why the dealer's goodwill is so important. But every product must be sold to the dealer, before he can conscientiously sell it to his customers.

There are only three ways of selling the dealer.

First: You can send a salesman to tell him about your products, convince him of their superior merit, win his good-will. You can satisfy him so thoroughly, that he can sell your products and make money by doing so, that he will give your salesman an initial order.

Second: You can mail a letter, catalog, or circular, which tells the dealer what he wants to know about your

products. The mailman becomes your salesman,

Third: You can insert an advertisement in the trade papers which the dealer reads, to tell him who you are, what you make, how much he will make if he sells your products, and why he should sell them.

A salesman is supposed to get orders.

A sales-letter is expected to bring back a reply. A circular usually has a "return post card.

WHAT DO YOU GET FROM TRADE PAPER ADVERTISING?

Some manufacturers claim that they are unable to trace results directly to their trade paper advertising. They say that they receive but a small number of replies from their advertisements in trade papers, and are unable to prove conclusively whether trade paper advertising pays

It is obviously unfair, however, for any manufacturer to judge a trade paper by the number of inquiries he receives from his advertising-since one inquiry from a trade paper may result in more actual orders during the year than 10,000 inquiries from a publication of general circulation will produce.

A publication is merely a messenger, whether it is a newspaper-a trade paper-a farm journal-or a national magazine. It has nothing to sell but its services

as a messenger.

A page of white space has no tangible value. It is not worth a cent, even though it may cost the advertiser \$10,000 for a single issue. It is only a messenger, and if the message which is printed on the page of white paper is an uninteresting one—why blame the messenger?

The message is all important.

ARE TRADE PAPERS READ?

When you consider that trade papers are read for business information; that they make a direct appeal to the selfish interest of their readers; and that in order to keep informed regarding changing conditions in any particular industry, or business, trade papers must be read —it is apparent that the trade papers offer manufacturers a medium for reaching prospective customers who, otherwise, can only be reached economically, by salesmen or through the mails.

Did you ever try to imagine what kind of an average man reads your trade paper advertisements, and ask yourself what you would say to him about your products if he were sitting at your desk? If you have not, try it

This article, which has been published in the form of a booklet by the Frank M. Comrie Co., is such a perfect analysis of the trade paper that it was deemed worthy of reproduction in somewhat condensed form.

some time and have an imaginative talk with the readers of your trade paper advertisements. It may help you to make your trade paper advertisements more effective.

If a real, live salesman, who packs a heavy grip—a sample case and a portfolio of "sales helps," from town to town, were to walk into a dealer's store and repeat word for word the "sales talk" contained in some trade paper advertisements, the dealer would think that he was crazy and "run him out of town."

HOW DO YOU "TALK?"

Do your trade paper advertisements tell the message that you want to send to the dealers who sell your products?

Do your trade paper advertisements-talk as you would talk-if you were talking to these dealers in your

Do they say what your salesmen say, when they open

their sample cases—and try to get an order?

Are you talking to the dealers—through your advertisements—and using the same kind of sensible language that you would use if you were speaking with them "face to face"?

You should use the same common sense in your trade paper advertisements that you would use in talking to a dealer in your office; give real facts about your products; convincing reasons why dealers can, and should, sell them straightforward talk about your co-operation and sales

Make your advertisements talk! Every advertisement is a message. Say something! The best advertisement is the one that says what you would say-to a dealer if

you were talking to him in your own office.

But don't say too much. Other people are not so keenly interested in your business as you are. Men read trade papers for business information—because they must—and not for recreation. They are frequently read during business hours, therefore your advertisements should be concise and easy to read.

Dealers are in business to make money. They are merchants who prosper by buying for re-sale at a profit and do not play favorites. If you offer them good values at terms on which they can make a good profit, they are just as willing to sell your merchandise as that of any other manufacturer.

A good profit and a quick turnover make the strongest

possible appeal to the average dealer.

No inflexible rules can be applied to trade paper advertising. Publications in different industries require different treatment. Experience is the only guide. Advertising is one of the things you cannot tell someone else how-

SELECTING TRADE PAPERS

In planning your trade paper advertising, select only the best trade papers in your line, and use them liberally. Don't use the doubtful trade papers at all, and don't skimp your space in the good trade papers. More failures in trade paper advertising are due to the use of small advertisements than to any other one cause.

Shrewd manufacturers who would not buy \$100 worth of merchandise, without knowing that they received exactly what they bought, before paying for it, sometimes buy imaginary trade paper circulation from which they

receive only imaginary results.

In no other branch of the publishing business is there so great an incentive for the unscrupulous publisher as in that of the trade paper. The pathway of the legitimate publisher has been strewn with thorns by unscrupulous publishers of trade papers, who pander to the vanity and conceit of manufacturers and issue publications filled with glowing encomiums and autobiographical articles, profusely illustrated with portraits and cuts of the plant-which nobody reads, but for which liberal compensation is paid.

In placing trade paper advertising, therefore, it is most important that the messenger which is to carry your mes-

sage shall be a reliable one.

The value of consistent trade paper advertising, sensibly written, and placed in dependable trade papers is beyond question, but the advertisements should be prepared even more carefully than the advertisements for large national publications, because they appeal to a more critical audience.

DO NOT EXPECT IMMEDIATE RESULTS

Do not delude yourself! Dealers do not sit up all night reading trade paper advertisements, nor wait until after midnight to telephone in their orders at reduced

telephone rates.

A certain advertiser who used both trade papers and general publications, found that the trade papers brought him very few inquiries, but that he received a large number of replies from his national advertising. During the course of the year, however, he received one large order from his trade paper advertising that amounted to more than the total orders received from his national advertising. It took time to get the order, but it was a profitable one when it arrived.

An automobile accessory manufacturer received an inquiry from one of his advertisements in an automobile trade publication. It was from a garage in California. After considerable correspondence the garage man placed an initial order for one hundred dollars. The sales records show, however, that this California garage developed into a steady customer, and has sent the factory repeat orders of approximately \$2,500 a year, during the past five years. This one inquiry, therefore, from an automobile trade paper, has actually produced \$12,600 in

actual orders over a period of five years.

One thousand such inquiries would bring a total volume of sales of \$2,500,000 annually-from one thousand

customers of that kind.

THE VALUE OF AN INQUIRY

It is utterly impossible for anyone to judge the value of an inquiry. The most intensive "follow up" may only result in a small initial order, but the dealer who places the smallest initial order may develop into the largest customer on the books.

Too many manufacturers use a telescope—instead of a microscope—when they go looking for business. They study the map of California and Maine, but forget all about the dealers right near home-close to the factory, to whom they can make quick deliveries.

It is obvious that if the sales of 1,000 dealers average \$100 a year, the total volume of business done will be

\$100,000.

It is just as apparent that if the average sales of 1,000 dealers can be developed to \$1,000 a year, the total volume of business done will be \$1,000,000.

If you can get 10,000 dealers whose average sales are \$1,000 a year, the total volume will be \$10,000,000

But few manufacturers realize the value of the dealer's good-will. It's the biggest asset of any business.

Salesmen, distributors, jobbers, catalogs, circulars, sales letters, house organs, etc., all endeavor to sell to the dealer. They all want to sell him something.

But the dealer must pay for the merchandise—and then re-sell it to his customers, before the sale is actually made, and he is able to show a profit on the transaction.

The peculiar tendency on the part of manufacturers

to study the map of the United States with a telescope, instead of studying the needs of their own customers, and by intelligent, sensible co-operation developing them into larger customers, has been the cause of more advertising failures in trade papers, national advertising, newspaper advertising, farm paper advertising, and all other kinds of advertising, than all other causes put together.

Intensive co-operation with the customers which you now have, and intelligent development of the new customers who answer your trade paper advertisements will result in a more rapid growth of your business, larger

profits, and greater success.

An inquiry may be but the first link in a long chain of steady sales to a satisfied customer, and it should be answered promptly and intelligently.

THE RESULT OF ONE INQUIRY FROM A JOBBER

Last year a manufacturer of automotive equipment ran an advertisement in one of the automobile trade publications. He received a reply from one of the largest jobbers in the United States, from whom his salesmen had tried to get an order for more than three years.

The manufacturer had bombarded the jobber with correspondence and his salesmen had called on him frequently, but for some reason or other he was unable, either through personal salesmanship or correspondence, to interest this particular jobber in his products.

His advertisement, however, brought "a voluntary inquiry" from this jobber, and he has since developed into a very large buyer of the manufacturer's products

Why this business connection was established through an advertisement, rather than as the result of the calls of salesmen or correspondence from the factory, it is impossible to say. It is obvious, however, that the advertisement was a very profitable one for the manufacturer, since it brought him at least one very large customer.

WHAT CAUSES FAILURES

Some time ago a manufacturer ran a page advertisement in a leading trade publication, and was very much disappointed because he did not receive a single reply. So was the publisher of the paper! The representative of the publication also was very sorrowful, because the manufacturer refused to continue his advertising. Everyone was disappointed.

The publisher knew that he had a good paper. The representative knew that it had a large circulation. The manufacturer had a good product, and could not understand why he did not receive any replies. The attractive page advertisement, which had cost him more than \$200 an issue, did not bring anything—but an invoice for the cost of the advertisement. That was the only tangible

result.

A careful study of the advertisement itself gave the

reason. It did not ask for a reply:

Many manufacturers entrust this very important matter of writing trade paper advertising to an inexperienced assistant, or satisfied of their own omniscience, write it themselves. When they spend money to publish the work of an inexperienced writer they usually make a mistake for which they pay twice, while the manufacturer who writes his own advertisement is in the same fix as the lawyer who tries his own law suit—he is handicapped by his own modesty.

THE DEALER'S "FIX"

A dealer must have customers and sell merchandise or he will very soon go out of business. His customers' good-will represents his best asset.

His endorsement of a product is frequently more influential than the manufacturer's guarantee, because his customers know him well and have faith in him.

It is obvious therefore that every dealer must be "on guard" against slick salesmen and insidious advertising.

The manufacturer who sends out high-powered salesmen to "go-get-'em." without a well planned merchandising campaign that will help dealers move his products is building on sand.

When a manufacturer advertises his products in trade publications he is fishing for two things—first: an order, and second: the endorsement of the dealer who sends the order.

But the endorsement is more valuable than the order.

The manufacturer who sends out salesmen to tell dealers that he is just about to start a large advertising campaign, and "blows his horn" in trade papers about his large "National Advertising Campaign," and than fails to make his promise good, is just a plain faker—a cheap cheat.

Every dealer has had ample experience with that sort of salesmanship, and that kind of national advertising campaign. It is not surprising that they are "a wee bit careful," and have joined the "Show-Me-Club."

ABOUT CONFIDENCE MEN

There are two kinds of confidence men. There is the manufacturer who advertises his products in trade papers, sends out a salesman and when he has won the confidence of the dealer and obtained his order, treats him "on the square," delivers exactly what he promises to deliver, and makes good on his promises of advertising, sales helps, window displays, etc., to help the dealer sell the merchandise that he has purchased.

Then there is the manufacturer who sends out his salesmen with a beautiful line of talk about his products, and the wonderful amount of advertising that will be done to reach the consumers, but who fills the dealer's order with merchandise that is of inferior quality, and then fails to make good the promises of his salesmen—who are his representatives.

Dealers have bought so many "gold bricks" that they are amply justified in being careful about what they buy and in discounting the glowing orations of salesmen about their products and advertising campaign.

The confidence man who sells a "gold brick" is not, after all, very much worse than the manufacturer who sends out salesmen to cheat the dealers and then breaks all the promises that they make

all the promises that they make.

Declers don't "work for you." The retail dealer is in business for himself and isn't under any particular obligation to sell your products, unless it is to his advantage.

If you manufacture a reliable product—it's up to you to create a demand for it—not up to the dealer.

There is no reason why you should expect the dealer to spend his money to advertise your products unless you can show him that he can make a profit by doing so.

Many manufacturers seem to be under the impression that they are doing the dealers a favor when they permit them to sell their products, forgetting that dealers are their customers, and that a business, after all, built by customers, just as a building is built by bricks. One customer may not be of very great importance to the success of any business, yet without customers no business can exist.

AN AMAZING FACT

One of the greatest of all the mysteries is why manufacturers devote so little effort to the cultivation of the confidence and good-will of their customers.

We do business with our friends, therefore the most important factor in connection with any business is to cultivate the friendship of its customers.

It is an amazing fact, however, that when a dealer makes an inquiry from a manufacturer regarding his products the important duty of giving an intelligent reply to that inquiry is frequently turned over to a clerk, who perhaps sends out a form letter or a series of follow-up form letters, none of which may give the definite information that the dealer requested.

Any manutacturer who will take a couple of weeks of his valuable time—make a trip to call on his customers himself—and then return to his office fresh from direct contact with the problems which confront his customers, and investigate the way in which the correspondence with dealers is handled in his own office, will perhaps be amazed at its inefficiency.

BAD BUSINESS METHODS

Routine correspondence that is either too short and snappy, or perhaps arrogant to the point where it verges on the border of insolence, when it is addressed to a customer, does not promote the growth of any business.

The quickest way to build any business is to make an analysis of the requirements of the customers which it already has, and by persistent, intelligent co-operation, develop them into larger customers.

When a dealer reads your advertisement in a trade paper, and answers it, he is justified in expecting a prompt, courteous, intelligent reply, instead of a poorly written, filled-in form letter that does not give him the information he wants.

He is just as busy as you are, in his way, but some manufacturers seem to assume that dealers answer advertisement just for the fun of it. If they would spend a couple of weeks calling on prospective customers, however, they would quickly get an entirely different impression.

THE CO-ORDINATION OF TRADE PAPER AND "DIRECT

BY MAIL" ADVERTISING

Trade paper advertising can be supplemented very effectively with direct by mail broadsides, and when that is done each will help to make the other more effective, and more productive.

If a dealer sees your advertisement in a trade paper, it makes an impression. If he gets a good sales letter, circular or broadside a few days later, it acts as a reminder and may lead to an inquiry for further information about your products.

These two methods—the use of trade papers, supplemented by intelligently prepared direct by mail advertising, can be made very effective for obtaining dealer distribution and good-will.

The customers you now have are your business. The development of these customers into larger customers, and the addition of new customers, means growth, a larger volume of business, and increased profits.

Earl B. Stone Joins Hoyt's Service, Inc.

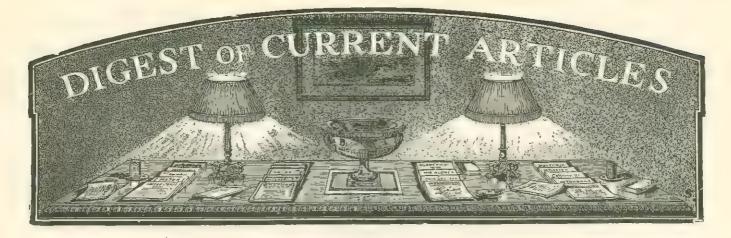
Earl B. Stone has joined the advertising staff of Hoyt's Service, Inc., at Cleveland. Mr. Stone has had nine years of sales and advertising experience. He has spent the last three and one-half years with the Cleveland Tractor Co., his last office being advertising manager of the company.

Receivers Named for Comet Plant

Receivers ave been named for the Comet Automobile Co., Decatur, Ill., by Judge Baldwin, to avert foreclosure proceedings against the property, in behalf of the Citizens National Bank and the Farmers State Bank & Trust Co., of Decatur.

Maxwell Now Has Three-Bearing Crankshaft

Maxwell cars are now coming through with three instead of two bearing crankshafts. The shaft is drilled to provide force feed lubrication to all bearings. The front and rear bearings are 1% in. in diameter and the center 2½ in. The total length of these three bearings comprise about one-third of the active length of the shaft.



THE qualities which make a successful salesman are discussed by Ralph Barstow in an article appearing in a recent issue of the Automobile Trade Journal entitled "What Qualities Make Successful Salesmen." In discussing what fundamentals the salesman must have he says in part:

"While we all take for granted so common a quality as Work it gets overlooked all the time. Like one's teeth, the idea of application to the job must be brushed up every so often for you can't sell anything

without being on the job and trying.

"Another common quality that is sometimes neglected is Honesty. In the long run, the crooked salesman gets canned and his employer carries the bag. Persistence is another simple little thing that needs continual renewing. We say, 'Gee, that man will never buy a car,' and don't call, and the 'Com-

plex Six' man sells him the week after.

"Let's get a line on some of the less taken-for-granted qualities that are common to all salesmen. Foremost is the matter of Self-Confidence. You'll say it gives a man a 'swelled head,' and I'll admit it, but better have a swelled head and get the business than not have it and not sell. Someone will come along and reduce the swelling! As a matter of experience, the self-esteem is a real necessity to offset the knocks and poor tratement we salesmen receive almost every day. If a man believed that he was bad as he is treated he would never sell anything. He's got to be able to say to himself (and believe it), 'Well, I'm a whole lot better man that you are in some things. I'll show you yet that I can sell you, you crab.' That looks childish in prnit, but it is the substance of what we have to tell ourselves every little while and then we have to make good on it."

Among the other qualities mentioned in the article which the successful saleman should possess are expressiveness, observation and perseption, and insight.

A GOOD many automobile dealers are still distressed over the fact that their own profit margins from sales have not kept pace with increasing costs of doing business; at a time when they are expected to spend more in maintaining their businesses than ever before, they find their incomes decreasing, save where they are able to sell many more cars than ever before," says Automobile Topics. "With some of them the complaint has become chronic, while with others it is based on logical reasoning.

"The manufacturer's point of view is that his dealers must go on selling more cars, as otherwise his own business cannot go on growing, and if it fail to grow then it is virtually on the decline. Hence, any policy that, while giving the customer more for his money,

also requires greater activity on the retailer's part is a

good policy to pursue.

"But this may be overdone. The tendency, already noticeable, is for the enhancement of a limited number of already great and successful dealers, and the multiplication of minor associate dealers, who owe no allegiance to the Factory, but only to the distributer. Looking ahead four or five years, when conditions will be even more strained, as far as competition goes, than they are today, may it not be that a condition will be found wherein the big dealer may be possessed of more

power than is good for him?

"No one can tell. At present, the urge is for dealers who can be depended upon; who will run their businesses with a minimum of reliance on the manufacturer who will work the market for all it is worth and above all else hold the line against competition. An industry distributing its product through a limited list of large and powerful wholesalers might be better off than an industry having its outlets in thousands of direct dealers. There are many advantages to be counted on both sides. But are the advantages being counted, or is the industry rushing blindly onward?"

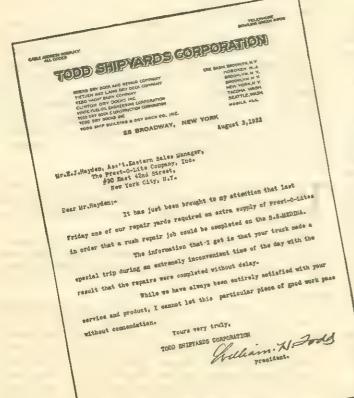
T O sell equipment it must be properly displayed. This point is brought out in the following editorial appearing in a recent issue of the Commercial Car Journal:

"Any dealer who contemplates handling truck equipment must, from the very beginning, realize that such equipment will not sell itself. It must be merchandised, displayed and advertised the same as any other com-

modity.

"So many automotive merchants seem to think that as long as they throw a lot of packages on a few shelves and stick up a few advertising signs around their place, that they are selling equipment. This brings to mind a sub-dealer's establishment, located on a prominent automobile thoroughfare in Philadelphia. This subdealer handles a well-known passenger car and truck chassis. Although he hasn't much room-it wasn't that which struck the writer-but the messy looking appearance of the accessory and equipment display. Along side of the entrance close to the front, he erected about two dozen shelves against the wall, and on these shelves the equipment lay. Practically \$2,500 worth of material was literally dumped on these shelves. There was no systematic arrangement. But the worst of all was the soiled appearance of the packages. They looked as if some mechanic had made it his daily duty to faithfully smear greasy hands over every package on those shelves. The condition of those packages alone would be enough to keep any owner from buying. Is it any wonder that (Continued on page 25)





A RUSH JOB

Prest-O-Lite's unrivalled service fully cares for the steady demand or the emergency need,

Fifty-four plants and warehouses, linked together, provide the necessary flexibility.

Each Prest-O-Lite user looks, to his nearest District Sales Office, not merely for arrangements to adequately cover acetylene needs, but for helpful co-operation and advice on any matter involved in the use of acetylene.

Prest-O-Lite

DISSOLVED ACETYLENE

DISTRICT SALES OFFICES

Atlanta Buffalo Dallas Milwaukee Pittsburgh
Baltimore Chicago Detroit New York St. Louis
Boston Cleveland Kansas City Philadelphia San Francisco

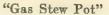
THE PREST-O-LITE COMPANY, INC.

General Offices: Carbide and Carbon Building, 30 East 42nd Street, New York
Balfour Building, San Francisco; In Canada: Prest-O-Lite Company of Canada, Limited, Toronto



Sunbeam Warning Signal

A stop signal, tail light and license plate holder are combined in the Sunbeam warning signal manufactured by the M. & M. Products Co., Rock Island,

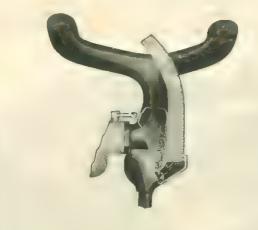


A device for overcoming the difficulties of low test gasoline called the "Gas Stew Pot" has been placed on the market by the W. G. Engineering Co., East Moline, Ill. The device heats only the heavy



Ill. The tail light lens is carried in a hinged cover, as will be seen from the accompanying illustration. Normally the cover is down so that the device prevents the appearance of an ordinary tail light, but as soon as the brakes are applied the cover is raised revealing a large lense with the word "stop" upon it. The signal is operated by a cable which is at

revealing a large lense with the word "stop" upon it. The signal is operated by a cable which is attached to a hinged arm screwed under the floor board to which is attached a cable from the brake lever or rod. An advantage of the device is that the



ends of the gas which need the heat, allowing the gas vapors to be drawn into the cylinders unmolested. The heavy gas, forming in drops, runs into the "Stew Pot" where it is vaporized by heat, after which it is drawn into the cylinder, where it mixes with the other gas—thus forming a comparatively cool highly explosive mixture, it is claimed.

Universal Headlight Controller

The universal headlight controller makes it possible for the driver to gradually dim the headlights,



"stop" lens is protected from dirt when not in use.

L-M Axle Co. has purchased the plant of the Jones Gear Co. at Cleveland for \$500,000. The gear company went into bankruptcy some time ago, and the axle company has been producing its products in the building that it has just purchased, having leased it from the receiver.



thereby eliminating the danger of abrupt dimming which always plunges the road into complete darkness while the eyes are adjusting themselves to the sudden change.

The controller can be installed on any steeringpost in a few minutes and is so located that the controlling lever is operated by a gentle pressure of the finger without removing the hand from the steering the lever forward. The further he pushes it the

dimmer the lights become.

The wiring attachment is simple. One control wire is attached to the switch, the other to the bright headlight wire, which has previously been disconnected. The controller and wire conduit are nickel plated and polished.

This controller is manufactured by the Universal Headlight Controller Co., Fisk Building, New York,

Aske Electric Fuelizer for Ford Car

The Kase Electric Co., of Duluth, Minn., which for the past year and a half has been marketing the Aske electric vaporizer for all makes of cars, has now developed an electric fuelizer designed especially for the Ford car

The new model consists of a cast-iron manifold, with a chamber formed in the gas passage for the reception of the heating element, which is shown in the illustration.



The Aske electric fuelizer is designed to overcome motor starting troubles by electrically pre-heating the gasoline mixture.

In addition to giving instant engine starting, it is declared that the fuelizer has equal value in giving increased mileage per gallon of gasoline. This is brought about by the breaking-up effect of the fuelizer grids on the gasoline spray, which acts like a mixing chamber in reatomizing the gasoline.

Gellman Adjustable End Wrench

·To meet the demand for an end wrench that can be adjusted instantly and will stay adjusted the Gellman Wrench Corp., Chamber of Commerce Bldg., Chicago, Ill., has brought out the Gellman adjustable end wrench.

The screw is eliminated from this wrench, which at the same time eliminates bulkiness in the head. From the illustration, it will be noted that the handle member forms the lower jaw and is notched at right angles to the gripping face, while the movable upper jaw is also notched and can be moved up or down when the notches are pulled out of engagement. Simply by pressing with the thumb (of the hand holding the wrench) on the corrugated part of the

wheel. To dim the lights the driver simply pushes movable jaw, and disengaging, the upper jaw will move instantly up or down, without any friction, to the adjustment desired. The wrench can be used in any direction desired.



The wrench is drop forged from high grade steel and hardened by a carbonizing process. It is manufactured in 6, 9 and 12-inch sizes, weighing, respectively, 4, 10 and 20 ounces.

"Three In One Unit"

An accessible elevated timing system, a force-feed gear oil pump, and a gear-driven water circulating pump are combined in the "Three-in-One Unit" for the Ford car, manufactured by the Hexagon Specialty Mfg. Co., 3630 South Grand Ave., St. Louis, Mo. The timer is of the oilless wipe contact type and is in a position which makes it easy to get at and prevents the wires from becoming oil-soaked.

The oil pump insures an ample supply of oil when the car is going up-grade and because of the pressure developed prevents the danger of clogging of the feed pipe with lint from the brake bands. The pump also discharges oil through a drilled passage opening directly over the gears which drive the unit, thereby insuring proper lubrication.



The water pump, being gear driven, is positive in action as there is no belt to slip. The standard hose connection is used. The gears of the unit are carbonized and hardened, and the shafts hardened and ground.

Sauer's Engine Time Indicator

Sauer's engine time indicator enables the repairman to check up the timing of the ignition and valves in about three minutes, it is claimed. The indicator is screwed into the opening usually occupied by the spark plug. By cranking the engine slowly by hand it is possible with this instrument to quickly determine the power stroke,

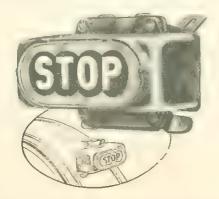


dead center and compression stroke. It is made by Sauer Bros., 4th and Main Streets, Chico, Cal.

Ensign Stop Signal

The action of inertia due to the arrested momentum of the car is used to operate the Ensign stop signal, manufactured by the Spergler-Loomis Mfg. Co., 58 East Washington St., Chicago, Ill.

The signal operates automatically when the car slows down. Any slowing movement, slight or pronounced, flashes the signal. The current is automatically cut off and the light disappears when the car comes to a stop, or at the instant it picks up speed or discontinues the slowing movement. The action is automatic, depending entirely upon the movement of the car itself, and the instant at which the signal flashes or is cut off, is always the same.



It is claimed that this signal will work equally well at very low or very high speeds and no matter whether the car is going up or down hill.

Lightness has been aimed at in the design, the frame being made of cast aluminum. The reflector is silver-plated to give greater reflecting power. The signal is furnished in black enamel, baked on.

Diamond Chain & Manufacturing Co. has opened an office in the Leader-News building, Cleveland, in charge of H. I. Markey who has been with the company for five years as mechanical engineer in the engineering and sales departments.

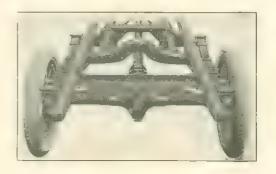
"U-Neck" Storage Battery

"U-Neek" storage batteries for both automotive and radio service are being manufactured by the Unique Storage Battery Co., Buffalo, N. Y. The batteries are designed by Charles F. Hunz, a well known battery engineer. The separators are made of Port Oxford cedar and the plates are built with interior locked bars which insure proper contact and retention of the active material.

RYD-E-Z Springs for Ford Truck

The accompanying illustration shows a rear view of a set of RYD-E-Z springs attached to a Ford truck.

RYD-E-Z springs provide platform spring suspension similar to that used on many passenger cars. They consist of three springs, 42 inches long; total, 126 inches, suspended on patented supports on each side and across the rear, giving 7½ feet of additional resiliency over the original Ford springs. The front and rear hangers distribute the load 21½ inches, each forward and backward from the differential, thereby decreasing the wear and tear on the member. The front spring hanger also strengthens the chassis and



prevents its buckling or twisting. The rear hanger supports the body rails and takes care of the load that overhanks the chassis, thereby reducing the danger of bent and broken rails to a minimum.

RYD-E-Z springs are made by the RYD-E-Z Spring Co., Cleves, Hamilton County, Ohio.

Miller Engine Being Built for Next Indianapolis Race

Harry Miller, well known builder of racing cars, has under construction at his plant in Los Angeles the first of two 122-cubic inch displacement engines which he expects to enter in the 1923 race at Indianapolis. The new engines will have eight cylinders all in line.

The chassis that will carry the Miller engines will have a wheelbase of 104 in. The front will be narrow and the body will be only 27 in. wide, accommodating a driver only. The bore of the cylinders will be 2 11/32 in. with a stroke of approximately $3\frac{1}{2}$ in. Although the parts will be smaller, the motor will be similar in design to that which Jimmy Murphy has used in his car this season.

The entire car will weigh about 1,400 lbs. and the power plant is expected to develop from 90 to 95 horsepower. With the exception of the wheels, tires and electric units, the cars will be built complete in Miller's shop.

Reports by the Maxwell Motor Corp. show that the closed car output is running 50 per cent of total production. From present schedules it is very likely that the company will reach its estimate of 56,000 cars as the total output for the year.



TRADE GOSSIP



William Elliott Phelps has been appointed general sales manager for the Barley Motor Car Co. Until Aug. 1 he served as general sales manager of the Haynes Automobile Co.

- F. D. Schulte has resigned as body engineer and designer of the Stephens Motor Car Co., Freeport, Ill. He will take a three or four months' vacation trip to Europe. His plans after he returns home have not been announced.
- S. M. Williams, who far several years was in charge of the work of the Federal Highway Council in Washington, D. C., and who joined the Autocar Co., Ardmore, Pa., when the Federal Highway Council was abandoned, has been appointed manager of the company's New York City branch.
- A. M. Lindsley, engineer with the Alvard Reamer & Tool Co., Millersburg, Pa., has been placed in charge of the advertising department of that company. He will continue his work as engineer. Lindsley was formerly identified with the Cincinnati Milling Machine Co. of Cincinnati.
- A. W. Robbins, formerly of the Standard Roller Bearing Co. and the Bearings Service Co., now is associated with the Bearings Co. of America, and will travel from the Detroit offices of that concern.
- Robert C. Yates, for many years identified with the Union Drop Forge Co. of Chicago, has resigned to become general manager of the Interstate Drop Forge Co. of Milwaukee.
- B. G. Brennan has been appointed general sales manager of the Inland Products Co., manufacturer of the Inland Spiral-Cut and Oilless piston rings.
- Ralph C. Chestnutt has been appointed chief engineer of the Templar Motors Co. at Cleveland.

Frank Talbott, who was formerly general manager of the Victor Rubber Co., has been appointed general manager of the Virginia Rubber Co., with headquarters at Charleston, W. Va. Since leaving the Victor, Talbott has been directing the manufacture and sales end of a new tire he has invented. It is announced that the tire will be manufactured at the Virginia plant instead of at Cleveland.

J. M. Dixon and N. E. Oliver have been appointed directors of the Quaker City Rubber Co., Philadelphia. Dixon is president of the Tobacco Products Co. and a director in other corporations. Oliver, who has been identified with the rubber industry for 25 years, was formerly associated as a director with the Diamond Rubber Co. and later became general manager of the B. F. Goodrich Co. of New York.

Victor M. Denis has resigned from the position of sales manager of the Hoag-Winter Auto Co., Arvern, N. Y. He expects to become affiliated with a competitive concern.

- W. G. Booth, who for the past year has been the leading salesman in the Detroit office of the Grier Battery Supply Co., has been appointed branch manager of the Cleveland office. Mr. Grier, who opened this office and has been in charge up to the present time, has returned to Detroit.
- A. F. Bassett has been appointed assistant sales manager of the motor bearings division of the Hyatt Roller Bearing Co. Mr. Bassett, a graduate of Yale-Sheffield school, brings to this division several years of combined sales and engineering experience with other divisions of this company. Previous to his new appointment he was sales engineer for the Detroit territory.

Stewart McDonald, president of the Moon Motor Car Co., has been elected a director of the St. Louis Chamber of Commerce.

Clayton W. Buterfield has been appointed manager of sale of the new Owen-Dyneto Electric Corp., Syracuse, N. Y. This is the first appointment announced since the purchase several weeks ago of the Dyneto Electric Corp. by Ralph M. Owen.

Del Lang and Joseph Pender have joined the sales force of the Weaver Mfg. Co. For the past five years Lang has been with the Champion Spark Plug Co. Pender was formerly with the United States Steel Products Co.

- F. Earl Richardson, for 10 years a leading figure in Cleveland retail and wholesale motor car circles, has been elected as president and general manager of the Avenue Motor Co., Maxwell-Chalmers dealers in Cleveland.
- O. P. Robb has been appointed vice-president and sales manager of the Stephens Motor Car Co. For a number of years Mr. Robb has been a successful sales executive for the Moline Plow Co.

James F. Boyd, formerly manager of the Willys-Overland branch at Spokane, Washington, has been appointed branch manager at Indianapolis to succeed G. V. Orr, who resigned to become associated with the Willys-Overland distributor in the State of Iowa.

John P. Dods, for years associated with the Automobile Blue Book Publishing Co., has been appointed general manager of the Brightman Manufacturing Co., South Columbus, Ohio.

MOTOR RECORD

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THE FERGUSON PUBLISHING CO.

President, ARTHUR D. FERGUSON, Sec. and Treas., A. L. Conley, Managing Editor, H. S. D. FERGUSON, Editor, EDWARD G. INGRAM.

Telephone, Rector 5187.

Chicago Office, 20 E. Jackson Blvd., Telephone, Wabash, 5212; Cleveland office, R. A. McCarthy, Hollenden Hotel.

Indianapolis representative, Norman B. Lavers, 4212 Winthrop Ave. Telephone, Washington 4527.

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Entered as Second Class Matter, July 17, 1917, at the Post Office at New York, New York, under the Act of March 3, 1879.

NOTICE TO ADVERTISERS

Insertion of new advertisements or change of copy cannot be guaranteed if received later than the 25th of the month preceding the date of publication.

O legal contract can be binding unless there has been a "meeting of minds," as it is commonly called. A common language makes this possible, but unless care is taken to be specific, confusion may even then arise.

In 1916, the Society of Automotive Engineers prepared, in co-operation with engineers and representatives of service departments of automobile companies, a list of standard names for the common automobile parts, in order to eliminate confusion that existed due to the promiscuous naming of parts which had developed in the early growth of the industry.

The standard nomenclature was approved by the Society members and largely followed by service managers in making up parts' lists. This has resulted in saving a surprising amount of time and money in the definite and prompt making and filling of orders for parts. Certain names, the use of which was recommended in the nomenclature, were, however, not adopted as generally as might be desired, probably the most important of these being the term "engine" for designating an internal combustion unit of the most prevalent type of automobile, the word "motor" being used to a centain extent instead.

"Motor" is the correct name for an electric unit used for changing electrical into mechanical energy, and its meaning as applied to internal-combustion engines can be understood only by the context. An electric motor is commonly used on gasoline automobiles in connection with the starting apparatus.

The continued misuse of the word "motor" is probably due to two factors. It is used, and correctly, to designate a moving vehicle. In addition, many companies building engines were organized in the early years of the industry and included the word "motor" in their official names. As the companies prospered, the names became valuable assets and a change has been considered unwise from a business standpoint.

Nomenclature is, in a last analysis, determined by usage. Many words are common today which are in a derivative sense, entirely illogical, as well as entirely different in meaning from what they meant originally. "Electric motor" and not "electric engine" is, of course, the name for the electric unit; and the term "steam motor" is not used as applying to a prime mover. "Engine trucks" and "engine vehicles" would be equally anomalous.

There seems to be little doubt of the logic and consistency of the use of the word "engine" to denote the internal-combustion or "gas" unit of motor vehicles.

Now is the time to go after repair business which will keep you occupied during the winter. Winter is the logical time for a man to have his car overhauled. Send out circular letters to all those car owners who you think will need their cars overhauled, calling attention to the fact that you have the facilities for doing a thorough job, that is, if you have. If you have not, and unfortunately there are quite a few in this class, it is high time that you get them.

Complete shop equipment is essential to the turning out of a good overhaul job. It is also essential to the success of your business. To make a fair profit in the repair end of your business it is almost essential for you to be able to turn out thorough work in a minimum length of time, for time is money, and reliable work ensures future business.

I T is expected that the Bureau of Public Roads will call upon the various state highway commissions and good road organizations throughout the country to combat propaganda against motor truck transportation. Both manufacturers and owners of motor vehicles, especially trucks, are making vigorous protests against the methods adopted by electric railways to secure freight traffic which is now transported over the highways.

A FTER the greatest summer season in its history, the automobile accessory business in Chicago is getting back to its accustomed stride. Dealers in accessories everywhere report sales in the past six months as beyond every expectation and preparation. Spotlights, bumpers, stoplights and seat covers have been oversold in a number of places, and every dealer expects that the winter will be good.

The great majority of American farmers prefer light truck for their delivery and hauling work as evidenced from a compilation of figures by the statistical department of the Republic Truck Sales Corp., Alma, Mich. Forty-one per cent. of the trucks in use on American farms today are rated in the 34-1-ton class, 18 per cent. are 1½-ton, 28 per cent are 2-ton, 4 per cent are 3-ton and 9 per cent. are miscellaneous sizes.

Republic truck sales for the past three years, parallel the average of the United States, the percentage of sales of various models to farmers being approximately the same as the figures given above.

Prices of Current Models of Passenger Cars

REVISED MONTHLY

"With Starter and Demountable Rims.

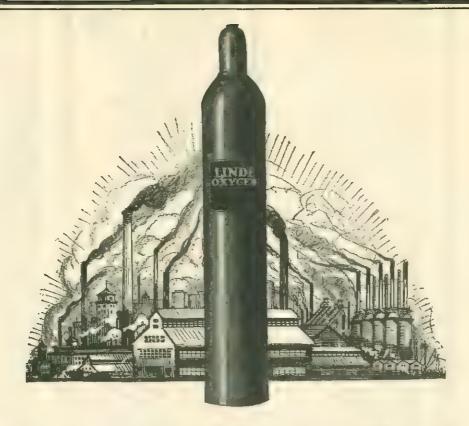
01907	Cadillae 4-Pass. Victoria 3875	Daniels 2-Pass. Submarine Sp'dst'r 4850	Gardner 5-Pass. Touring 895
Ace, F Roadster	Case, X 3-Pass. Roadster 1750	Davis 71 5-Pass. Phaeton 1295	Gardner 5-Pass. Sedan 1345
Ace F 5-Pass Sport Sedan 2295	Case, X 5-Pass, Touring 1790	Davis 74 5-Pass. Sedan 1795	Gardner Business Coupe 1095
Age T. 9 or 3 Page Roadster 2260	Case X 5-Pass Sedan 2690	Davis 61 5-Pass. Touring 1595	Gearless Steamer
Ace I. 5-Page Touring 2200	Case, X 4-Pass. Suburban Coupe 2550 Case, W 7-Pass. Touring 2250	Davis 63 4-Pass. Sport 1695 Davis 65 3-Pass. Roadster 1595	Grant 2-Pass. Roadster
Are I. A. Pass Short Sedan	Case, W 4-Pass. Coupe 2850	Davis 75 4 Pass. Coupe 1795	Grant 3-Pass. Coupe 1895
Ace, C 2 or 3 Pass. Roadster 2975 Ace, C 7-Pass. Touring 2975	Case, W 7-Pass. Sedan 3250	Detroit Steamer, Touring 1585	Grant 5-Pass. Sedan 1945
Ann C 4-Page Sport Sedan 4000	Case. W 4-Pass. Sport 2200	Dixie Flyer 2-Pass. Roadster 1175	Gray Roadster 490
Adda 9-Pass Roadster	Chalmers Roadster 1185	Dixie Flyer, 2-Pass. Speedster 1245 Dixie Flyer 5-Pass. Touring 995	Gray 5-Pass. Touring
Advis 5 Page Touring 1290	Chalmers 5-Pass. Touring 1185 Chalmers 7-Pass. Touring 1345	Dixie Flyer 5-Pass. Sport Touring. 1295	diay o-t ass. Coacuriti
Adria, 5-Pass. Sedan 1995 American 2-Pass. Roadster 1885	Chalmers 4-Pass. Coupe 1595	Divie Flyer 4-Pass Coune 1545	Hamlin-Holmes 4-Pass. Touring
American 5. Page Touring	Chalmers Sedan	Dixie Flyer 5-Pass. Sedan 1595	Handley-Knight 5-Pass. Touring 2250
American 7-Page Touring	Champion 5- Pass Tourist 895	Dodge Bros. 2-Pass. Roadster 850 Dodge Bros. 5-Pass. Touring 880	Handley-Knight 7-Pass. Touring 2450 Handley-Knight Sport DeLuxe 2650
Amarican 4-Pass Mort 1000	Champion 5-Pass. Special 1050 Chandler 2-Pass. Roadster 1495	Dodge Bros., 2-P. Business Coupe 980	Handley-Knight 4-Pass. Coupe 3450
American 5-Pass. Sedan	Chandler 2-Pass. Special Roadster. 1595	Dodge Bros. 5-Pass. Sedan 1440	Handley-Knight 7-Pass. Sedan 3450
Anderson 2 or 5-Pass, Koadster 1990	Chandler 4-Pass. Roadster 1495	Dorris 4-Pass. Tourist 3950	Hanover 2-Pass. Roadster 295
A James E Dose Touring 1990	Chandler 5-Pass. Touring 1495	Dorris 7-Pass. Touring 3950	Hanson, 30 5-Pass. Touring 995
Anderson 7-Pass. Touring 1595	Chandler 7-Pass. Touring 1645 Chandler 4-Pass. Coupe 1995	Dorris 4-Pass. Coupe	Hanson, 66 2-Pass. Roadster 1595
Anderson 4-Pass. Coupe 1995	Chandler 7-Pass. Sedan 2375	Dort 2-Pass. Roadster 885	Hanson, 66 5-Pass. Touring 1595 Hanson, 66 7-Pass. Touring 1795
Anderson 5-Pass, Sedan	Chandler 7-Pass. Limousine 2895	Dort 5-Pass. Touring 885	Hanson, 60 4-Pass. Sport 1695
Anderson 4-Pass Sport Touring 1090	Chandler 4-Pass. Dispatch 1645	Dort 3-Pass. Harvard Coupe 1263	Hanson, 66 4-Pass. Coupe 2475
Andaron A. Pres Hitra Short Lour. 1980	Chandler, 4-Pass. Royal Dispatch 1745	Dort 2-Pass. Yale Coupe 1045 Dort 5-Pass. Harvard Sedan 1385	Hanson, 66 5-Pass. Sedan
Anderson 5-Pass Alum, Six 10ur, 1190	Chandler 5-P. Metropolitan Sedan. 2295 Chevrolet Superior 2-Pass. Roadster 510	Dort 5-Pass. Yale Sedan 1095	Hatfield 5-Pass. Touring 1345
Apperson 4-Pass. Sportster 2620 Apperson 7-Pass. Touring 2645	Chevrolet Superior 5-Pass, louring 525	Driggs 2-Pass. Roadster 1275	Hatfield 4-Pass. Coupe 1950
A A Dogo Toutester ZHJJ	Chevrolet Superior 4-Pass Coupe 540	Driggs 4-Pass. Touring 1275	Hatfield 5-Pass. Sedan
	Chevrolet Superior 5-Pass. Sedan 800	Driggs 4-Pass. Sedan	Haynes, 55 2-Pass. Roadster 1545 Haynes, 55 5-Pass. Touring 1493
A Dans A. Dans Spratre I Dureduipt 2000	Chevrolet Sup. 2-P. Utility Coupe 680 Chevrolet FB Roadster	Duesenberg 2-Pass. Roadster 6500	Haynes, 55 3-Pass. Coupelet 2095
Apperson 7-Pass. Limousine Scdan. 3895 Apperson 4-Pass. Trstr-Tourequipt 3245	Chevrolet FB Touring 885	Duesenberg 4-Pass. Touring 6500	Haynes, 55 5-Pass. Sedan 2095
Apparent 4. Page Sedanel	Chevrolet FB Coupe 1343	Duesenberg 5-Pass. Touring 6500	Haynes, 75 2-Pass. Speedster 2395
Auburn 5-Pass. Touring 1977	Chevrolet FB Sedan	Duesenberg 7-Pass. Touring 6750	Haynes, 75 7-Pass. Touring
Aubres 7-Page Touring	Cleveland 3-Pass. Roadster 1985 Cleveland 5-Pass Touring 1995	Duesenberg 4-Pass. Coupe 7800 Duesenberg 5-Pass. Sedan-Lim'sine 7800	Haynes, 75 4-Pass. Tourister 1895
Auburn 7-Pass. Sedan	Cleveland 4-Pass. Loune	Duesenberg 7-Pass. Sedan-Lim'sine 7800	Haynes, 75 5-Pass. Brougham 3005
	Cleveland 5-Pass. Sedan 1383	Duesenberg 5-Pass, Brougham 8800	Haynes, 75 7-Pass. Suburban 3395
Bay State 3-Pass. Roadster 1800	Cleveland Sport	Duesenberg Chassis	Haynes, 48 2-Pass. Speedster 2895 Haynes, 47 7-Pass. Touring 2895
Pay State 5-Page Pouring 1000	Climber Four 2-Pass. Roadster 1385 Climber Four 5-Pass. Touring 1385	DuPont 2-Pass. Roadster 3000 DuPont 5-Pass. Touring 3200	Haynes, 48 4-Pass. Fourister 2895
Bay State 4-Pass. Coupe	Climber Six 2-Pass, Roadster 2250	DuPont 4-Pass. Coupe 3800	Haynes, 48 5-Pass. Brougham 3595
Decree 5- Page 'Fourthe' 1990	Climber Six 5-Pass, Touring 22511	DuPont 5-Pass. Suburban Sedan 4000	Haynes, 48 7-Pass. Sedan 3895
Dames 4. Dogo Coune	Climber Six 2-Pass, Coupe 2490	DuPont 5-Pass. Touring Sedan 4000	Haynes, 48 7-Pass. Suburban 3895 Holmes 4-Pass. Roadster 2500
Daniel Bonce Sadan	Climber Six 5-Pass. Sedan	Durant Four 2-Pass. Roadster 890 Durant Four 5-Pass. Touring 890	Holmes 7-Pass. Touring 2500
Beggs, 5-Pass. Sport	Coats Steamer 5-Pass. Touring 1085	Durant Four 4-Pass. Coupe 1365	Holmes 7-Pass, T'ring w. Artc. Top 2600
Dall 4-29 Touring	Coats Steamer 5-Pass. Sedan 1495	Durant Four 5-Pass. Sedan 1365	Holmes 4-Pass. Coupe
Dall 4-10 Roadster	Cole 2-Page Roadster	Durant Six 2-Pass. Roadster 1600	Holmes 6-Pass. Sedan 3800
10 -11 8 60 Touring	Cole 4-Pass. Sportster 2685	Durant Six 5-Pass. Touring 1650 Durant Six 4-Pass. Coupe 2250	Howard
Biddle Roadster 2950	Cole 7-Pass. Touring	Durant Six 5-Pass. Sedan 2400	H. C. S. 2-Pass. Roadster 2475 H. C. S. 5-Pass. 1 uring 2175
Buddle Touring	Cole 7. Page Sedan		H. C. S. Sport Sedan. 3250 H. C. S. 5-Pass. Sedan. 3475
Riddle Brougham	(le 9-Page Coune 2889	Farl 2-Pass. Roadster	H. C. S. 5-Pass. Sedan 3475
Diddle Timousine	Cole 7-Pass. Berline	Earl 5-Pass. Touring	Hudson 4-Pass. Phaeton 1525 Hudson 7-Pass. Phaeton 1575
Birch, 30 Roadster	Cole 7-Pass. Tousedan 3085	Earl 4-Pass. Brougham	Hudson 4-Pass. Coupe 2570
Birch, 30 Touring	Columbia Light Six 5-Pass, Touring 980	Earl 4-Pass. Cabriolet 1395	Hudson 7-Pass. Sedan 2295
Birch, 44 Touring. 1095 Birch, 44 4-Pass. Sedan 1795	Columbia Light Six 5-Pass. Sedan. 1395	Elcar Four 3-Pass. Roadster 1095	Hudson 5-Pass. Coach 1625
Birch, 44 4-Pass. Sedan 1795	Columbia DeLuxe 2-Pass. Roadster 1475	Elcar Four 5-Pass. Touring 1095 Elcar Sportster	Huffman 3-Pass, Roadster 1365 Huffman 5-Pass, Touring 1395
Birch, 44 4-Pass. Sport	Columbia DeLuxe 5-Pass. Touring. 1475	Elear Four 3-Pass. Coupe 1345	Huffman 3-Pass, Counc
Divala AR Tairing	Columbia De Luxe, 4-Pass. Sport. 1475 Columbia DeLuxe 4-Pass. Coupe 2295	Elear Six 3-Pass. Roadster 1395	huffman 5-Pass. Se lan
Dreak 66 7 Page Sedan	Columbia DeLuxe 5-Pass. Sedan 2500	Elear Six 4-Pass. Sportster 1395	Hupmobile 2 Pass. Roadster 1150 Hupmobile 5-Pass. Touring 1150
	Comet 5-Pass. Touring	Elcar Six 5-Pass. Touring 1395 Elcar Six 3-Pass. Coupe 1075	Hupmobile 4-Pass. Coupe 1635
Dane Thavis 5. Page. Ottring 1000	Corinthian 2-Pass. Roadster 5000	Elcar Six 5-Pass. Sedan 1995	Hupmobile 5-Pass. Sedan 1787
Bour Davis, 7-Pass. Touring 1650 Bradley	Corinthian 5-Pass. Touring 5000	Elear Six 5-Pass. Brougham 1995	Hupmobile 2-Pass. Roadster-Coupe. 1835
Branceter d. Pass Roadster 5000	Corinthian 7-Pass. Touring 50(0)	Elgin, K-1 2-Pass. Roadster 1345	Jackson 4-Pass. Sport 1685
Brewster, 5-Pass, Touring 5000	Corinthian 3 or 4-Pass. Coupe 6875 Corinthian 7-Pass. Sedan 7290	Elgin, K-1 5-Pass. Touring 1295 Elgin, K-1 4-Pass. Scout 1345	Jackson 5-Pass. Touring 1485
Brewster, 6-Pass Sedan	Courier 2-Pass. Roadster 1395	Elgin, K-1 4-Pass. Coupe 1695	Jackson 5-Pass, Semi-Sport 1585
Browster & Pass. Brougham (000)	Courier 5-Pass. Phaeton 1395	Elgin, K-1 5-Pass. Sedan 1695	Jackson 4-Pass. Coupe
Brewster R. Pass Landaulet 1900	Courier 4-Page Sport 1490	Essex 5-Pass, Phaeton 1045 Essex 4 or 5-Pass Coach 1241	Jackson 5-Pass. Sedan 2985 Jackson 5-Pass. California Special. 1885
Brawster 6-Pass, Cabriolet 7000	Courier Sport Roadster 1395 Courier Coupe 2165	Essex 2 or 3-Pass Cabriole 1145	Jewett 2-Pass. Roadster 995
Brewster 6-Pass. Limousine L'nd'let 7000 Buick Four 2-Pass. Roadster 865	Courier Sedan 2103		Jewett 5-Pass, Touring 993
Puick Four 5-Page Touring 000	Crawford 2-Pass. Roadster 3000	Fergus Chassis 8500	Jewett 4-Pass. Coupe
Puint Four 3-Pags, Count, 110	Crawford 4-Pass. Touring 3000	Ferris 2-Pass. Roadster 2895 Ferris 6-Pass. Touring 2795	Jordan 2-Pass. Roadster 1895
Buick Four 5-Pass. Sedan 1395 Buick Four Touring Sedan 1325	CIAMIDIA O OL 1-1 gear Touring.	Ferris 6-Pass. Sport 2995	Jordan 5-Pass. Touring 1795
Buick Six 3-Pass. Roadster 1175	Crawford 5 or 7-Pass. Sedan 4500	Ferris 4-Pass Closed 3895	Jordan 4-Pass Sport 2150
Buick Six Sport Roadster 1025	CunninghamOn app.	Ford 2-Pass. Runabout 319	Jordan 5-Pass, Sedan 2485 Jordan 4-Pass, Brougham 2483
Buick Siv 5. Pass. Touring 1293		Ford 2-Pass. Runabout*	Jordan 2-Pass. Laudaulet 248°
Buick Six Sport Touring. 1675 Buick Six 5-Pass. Sedan. 1985	Harmar Sedan	Ford 5-Pass. Touring* 443	
Buick Six 4-Pass. Coupe 1895	Daniels 3-Pass. Roadster 4350	Ford 2-Pass. Coupe* 580	Kelsey Four 2-Pass. Roadster 985
Daiole Siv 7-Page Tollring 1988	Daniels 2-Pass, Marine Roadster 4350	For 5-Pass. Sedan*	Kelsey Four 5-Pass. Touring 985 Kelsey Four 4-Pass. Coupe 1400
Buick Six 7-Pass. Sedan 2195	Dameis 4-Pass. Emergency it uster adde	Fox 3-Pass. Coupe	Kelsey Four 5-Pass. Sedan 1450
Buick Six Touring Sedan 1930	Daniels 3 to 4-Pass. Coupe 5350	Fox 5-Pass. Sedan	King 2-Pass. Roadster 1793
Bush Six, 5-Pass. Touring	Daniels 7-Pass Sedan 6000	Franklin 2-Pass. Runabout 19 0	Kigg 7-Pass. Touring 1798
	Daniels 7-Pass. Special Sedan 6800	Franklin 5-Pass. Touring 1950	King 4-Pass. Toursome
Cadillac 2-Pass. Roadster 3100	Daniels 4-Pass. Close Coupled Sedan 6250 Daniels 7-Pass. Landaulet Br'gham 7100	Franklin 4-Pass. Coupe	King 6-Pass. Sedan 2550
Cadillac 5-Pass. Phaeton	Daniel 6. Pass. Landaulet Br'gham 7250	Franklin 2-Pass. Demi-Coupe 21%	Kissel 4-Pass. De Luxe Speedster 2388
Cadillac 2-Pass Coupe	Town Brougham 6250	Franklin 5-Pass Demi-Sedan 2010	Kissel 5-Pas. Standard Touring 1883
Cadillac 5-Pass. (oupe	Halfe & Looke 'militalisti Principanie over	Franklin 4-Pass. Brougham 90 Franklin 5-Pass. Touring-Limousine 3150	Kissel 4-Pass. De Luxe Touring 238: Kissel 4-Pass. De Luxe Tourster 238:
Cadillac 5-Pass. Sedan	Daniels (-Pass. 10wii Limbusine www	Frontenac	Kissel 4-Pass. De Luxe Tourster 2381 Kissel 4-Pass. De Luxe Coupe 2971
Cadillae 7- Pass. Imperial Limousine 4800	Daniels 2-Pass. Cabriolet 5300		Kissel 6-Pass. De Luxe Sedan 3078
Cadillac 7-Pass. Suburban 4250	Daniels, D 7-Pass. Suburban Lim's'e 6900	Gardner 2-Pass Roadster 895	Kissel 6-Pass. De Luxe Urban Sed. 8375

Olombii, Ioda	
Kissel 6-Pass. De Luxe Coach Sed. 3375 Kline 3-Pass. Roadster	P I I I I I I I I I I I I I I I I I I I
La Fayette 2-Pass. Roadster	
Manexall Touring 475 Marmon 4-Pass. Speedster. 3485 Marmon 2-Pass. Speedster. 3385 Marmon 4-Pass. Touring. 3185 Marmon 4-Pass. Touring. 3185 Marmon 7-Pass. Sedan. 4385 Marmon 7-Pass. Sedan. 4385 Marmon 1-Pass. Sedan. 4383 Marmon 1-Pass. Sedan. 4383 Marmon 1-Pass. Sedan. 4385 Marmon 1-Pass. Suburban. 4685 Marsh Touring. 1145 Mawell 2-Pass. Roadster. 285 Maxwell 2-Pass. Roadster. 285 Maxwell 5-Pass. Sedan. 1235 Maxwell 5-Pass. Southing. 6300 McFarlan 2-Pass. Roadster. 6300 McFarlan 7-Pass. Cabriole. 6300 McFarlan 7-Pass. Cabriole. 9000 McFarlan Brougham. 7500 McFarlan Brougham. 7500 McFarlan Brougham. 7500 McFarlan Brougham. 7500 McFarlan Landaulet. 8500 Mercer 4-Pass. Raceabout. 3950	

Monroe 5-Pass, Sedan 1520 Moon, 6-40 Touring 1295 Moon, 6-40 5-Pass. Sedan 1695 Moon 6-40, 5-Pass. Touring 1443
Moon 6-40, 4-Pass. Coupe
Monroe 5-Pass, Sedan 1520 Moon, 6-40 Touring 1295 Moon, 6-40 5-Pass, Sedan 1695 Moon 6-40, 5-Pass, Touring 144 Moon 6-40, 4-Pass, Coupe 1585 Moon, 6-58 5-Pass, Touring 1785 Moon, 6-58 7-Pass, Touring 1785 Moon 6-58 5-Pass, Sporttour 1885 Moon 6-58 7-Pass, Sedan 2485 Moon 6-58 5-Pass, Touring Sedau 2485 Murray-Mac Touring 4250
Nash Four 2-Pass. Roadster. 915 Nash Four 5-Pass. Touring. 935 Nash Four 3-Pass. Coupe. 1335 Nash Four 4-Pass. Sedan. 1545 Nash Four 2-Pass. Cab. 1195 Nash Four 5-Pass. Carrial. 1275 Nash Six 2-Pass. Roadster. 1210 Nash Six 2-Pass. Touring. 1240 Nash Six 4-Pass. Touring. 1890 Nash Six 4-Pass. Coupe. 1890
Nash Four 2-Pass. Cab
Nash Six 7-Pass. Touring. 1300 Nash Six 4-Pass. Coupe. 1890 Nash Six 7-Pass. Sedan. 2190
Nash Six 4-Pass. Sport
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National 4-Pass. Sedan. 3250 Noma 2-Pass. Roadster. 2300 Noma 4-Pass. Touring. 2500 Noma 6-Pass. Touring. 2600 Noma 5-Pass. Sedan. 3500 Noma 5-Pass. Sedan. 3500
Noma 5-Pass. Touring. 2000 Noma 5-Pass. Sedan 3500 Norwalk 5-Pass. Touring. 1035
Oakland 2-Pass. Koadster. 975 Oakland 5-Pass. Touring. 995 Oakland, 4-Pass. Sport. 1165 Oakland 2-Pass. Coupe. 1155
Oakland 4-Pass. Coupe. 1445 Oakland 5-Pass. Sedan. 1545 Ogren 4-Pass. Roadster. 3750 Ogren 5-Pass. Soort. 3750
Ogren 7-Pass. Sport 3850 Ogren 4-Pass. Coupe. 4500 Ogren 5-Pass. Sedan. 4800 Ogren 7-Pass. Sedan. 4800
Oldsmobile Four 4-Pass. Roadster Oldsmobile Four 5-Pass. Touring. Oldsmobile Four 4-Pass. Sport. 1075
Oldsmobile Four 5-Pass. Sedan 159; Oldsmobile Four 5-Pass. Calif Top 1350 Oldsmobile Four Brougham 1375
Oldsmobile, 47 4-Pass, Roadster 1495 Oldsmobile, 47 5-Pass, Touring 1375 Oldsmobile, 47 4-Pass, Sport 1495 Oldsmobile, 47 4-Pass, Coupe 1875
Norwalk 5-Pass. Touring. 1035
Oldsmobile, 46 4-Pass. Sport
Packard Single-Six 5-Pass. Touring 2485 Packard Single-Six 7-Pass. Touring 2685
Packard Single-Six 5-Pass. Sedan. 3276 Packard Single-Six 4-Pass. Sport. 2630 Packard Single-Six 4-Pass. Sport. 2630 Packard Single-Six 7-Pass. Sedan. 3525 Packard Single Six 7-P. SedLim. 3873
Packard Twin-Six 2-Pass. Runabout 3850 Packard Twin-Six 7-Pass. Touring 3850 Packard Twin-Six 4-Pass. Phaeton. 3830 Packard Twin-Six Coupe. 5240 Packard Twin-Six Sedan . 5400 Packard Twin-8 7-Pass. Limousine 5273
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Paige, 6-44 5-Pass. Roatster. 1405 Paige, 6-44 4-Pass. Touring. 1465 Paige, 6-44 4-Pass. Sport. 1595 Paige, 6-44 4-Pass. Conpe. 1995 Paige, 6-44 5-Pass. Sedan. 2245 Paige, 6-66 7-Pass. Touring. 2195 Paige, 6-66 4-Pass. Sport. 2245 Paige, 6-66 5-Pass. Conpe. 3100 Paige, 6-66 7-Pass. Sedan. 3155 Paige, 6-66 Limousine. 3350
Paige, 6-66 Daytona 2495 Pan 5-Pass. Touring 1190 Paterson 5-Pass. Touring 1393 Paterson 5-Pass. Touring 1495
Paterson 7-Pass. Touring 1425 Paterson 4-Pass. Coupe 2395 Paterson 5-Pass. Sedan 2395 Peerless 4-Pass. Phaeton 299)
Paterson, 4-Pass. Coupe. 2395 Paterson 5-Pass. Scdan. 2395 Peterless 4-Pass. Phaeton. 2999 Peerless 2-Pass. Phaeton. 2999 Peerless 2-Pass. Town Coupe. 3300 Peerless 4-Pass. Suburban Coupe. 3400 Peerless 5-Pass. Town Sedan. 3900 Peerless 7-Pass. Suburban Sedan. 4099 Peerless 7-Pass. Rerline Limousine 4390
Peerless 7-Pass. Suburban Sedan. 409) Peerless 7-Pass. Berliue Limousine 439) Peerless 4-Pass. Opera Brougham. 490) Piedmont Four Touring. 970 Piedmont Six Touring. 1283
Piedmont Six Touring
Pierce-Arrow 3-Pass. Coupe. 0800 Pierce-Arrow 7-Pass. Sedan. 7000 Pierce-Arrow 7-Pass. Limousine. 7000

Pierce-Arrow (-Pass. Vestibule Sed.	
	7000
Diames Agrees 4 Page Course Seden	6900 6800
	7000
	1500
Pilot, 6-45 4-Pass. Roadster Pilot, 6-45 5-Pass. Touring Pilot, 6-50 2-Pass. Roadster Pilot. 6-50 5-Pass. Touring	1500
Pilot 6-50 2-Pass Roadster	2050
Pilot, 6-50 5-Pass. Touring	2000
Pulot 6-50 7- Page Touring	2050
Pilot, 6-50 4-Pass. Coupe	2950 3000
Pilot 6 50 7 Page Codon	3150
Pilot 8-50 4-Pass Sportster	2100
Prade Touring	1000
Pilot, 6-50 4-Pass. Coupe	3150
Premier 2-Pass. Roadster. Premier 4-Pass. Touring. Premier 7-Pass. Touring. Premier 4-Pass. Sedan. Premier 7-Pass. Sedan. Premier 7-Pass. Limousine. Premier 4-Pass. Brougham. Premocar 3-Pass. Roadster. Premocar 5-Pass. Touring. Premocar 5-Pass. Sedan.	3100
Premier 7-Pass. Touring	3250
Premier 4-Pass. Sedan	5000
Premier 7-Pass. Sedan	5100
Promise 4 Page Provehem	5200 4300
Premoter 3- Page Pondeter	1095
Premocar 5-Pass Touring	1095
Premocar 4-Pass, Coupe	1750
	1825
Premocar California Top	1195
Premocar 4-Pass. Coupe	1750
B 1 1 1 0 B B 1 1 1	0.000
Raleigh 3-Pass. Roadster	2300 2450
Raleigh 5-Pass. Touring Raleigh 4-Pass. Coupe	3200
	3300
Raleigh 5-Pass. Sedan	1195
Ranger Special 2-Pass. Roadster	1350
Ranger 5-Pass. Touring	1195
Ranger Special 2-Pass. Roadster Ranger 5-Pass. Touring Ranger Special 5-Pass. Touring Reo 7-Pass. Touring Reo 5-Pass. Phaeton	1350
Reo 7-Pass. Touring	1485
Reo 4 Page Course	1645 2355
Reo 4-Pass. Coupe	2435
Re Vere 4-Pass. Roadster.	3200
Re Vere 4-Pass. Touring	3200
Re Vere 5-Pass. Touring	3200
Re Vere 4-Pass. Roadster Re Vere 4-Pass. Touring. Re Vere 5-Pass. Touring. Re Vere 5-Pass. Sedan. Richelieu Touring Rickenbacker 5-Pass. Sedan. Rickenbacker 5-Pass. Coupe. Pukenbacker 5-Pass. Sedan. Roamer Six 2 or 4-Pass. Roadster Roamer Six 4-Pass. Touring. Roamer Six 7-Pass. Touring. Roamer Six 5-Pass. Coupe. Roamer Six 3-Pass. Coupe. Roamer Six 3-Pass. Cobrolet. Roamer Four 2-Pass. Speedster.	4000
Richelten Touring	3950 1485
Rickenbacker 4-Page Count	1885
Pukenbacker 5-Pass. Sedan	1985
Roamer Six 2 or 4-Pass. Roadster	2685
Roameer Six 4-Pass. Touring	2485
Roamer Six 7-Pass, Touring	26×5
Roamer Six 5-Pass. Coupe	3585
Roamer S.x 7-Pass Sedan	395 1 328 ⁵
Roomer Four 2-Pass Speedster	37×5
Roamer Four Touring	3485
Roamer Four 4-Pass. Sport	3650
Roamer Four 4-Pass. Sport Sedan.	4830
Rodgers Touring	1295
Rolls-Royce 4 or 5-Pass. Phaeton	10900
Rolls-Royce 4 or 5-Pass. Phaeton Rotary Six 7-Pass. Touring R & V Knight 4 5-Pass Touring	4000
Rolls-Royce 4 or 5-Pass. Phaeton Rotary Six 7-Pass. Touring R & V Knight 4 5-Pass. Touring R & V Knight 4 4-Pass. Coune	4000 1665 2385
Rolls-Royce 4 or 5-Pass. Phaeton Rotary Six 7-Pass. Touring	4000 1665 2385 2475
Rolls-Royce 4 or 5-Pass. Phaeton Rotary Six 7-Pass. Touring R & V Knight 4 5-Pass. Touring R & V Knight 4 4-Pass. Coupe R & V Knight 4 5-Pass. Sedan R & V Knight Six 2-Pass. Roadster	4000 1665 2385 2475 2475
Rolls-Royce 4 or 5-Pass. Phaeton Rotary Six 7-Pass. Touring	4000 1665 2385 2475 2475 2475
Rolls-Royce 4 or 5-Pass. Phaeton Rotary Six 7-Pass. Touring	4000 1665 2385 2475 2475 2475 2475
Rolls-Royce 4 or 5-Pass. Phaeton. Rotary Six 7-Pass. Touring R & V Knight 4 5-Pass. Touring R & V Knight 4 5-Pass. Coupe R & V Knight 4 5-Pass. Sedan R & V Knight Six 2-Pass. Roadster R & V Knight Six 2-Pass. Roadster R & V Knight Six 7-Pass. Touring. R & V Knight Six T-Pass. Touring. R & V Knight Six Sedan	4000 1665 2385 2475 2475 2475 2475 3015 3105
Rolls-Royce 4 or 5-Pass. Phaeton. Rotary Six 7-Pass. Touring R & V Knight 4 5-Pass. Touring R & V Knight 4 4-Pass. Coupe R & V Knight 4 5-Pass. Sedan R & V Knight 5:x 2-Pass. Roadster R & V Knight Six 2-Pass. Sport R & V Knight Six 7-Pass. Touring. R & V Knight Six 7-Pass. Touring. R & V Knight Six Coupe R & V Knight Six Sedan	4000 1665 2385 2475 2475 2475 2475 3015 3105
Roamer Six 3-Pass. Cabriolet. Roamer Four 2-Pass. Speedster. Roamer Four 4-Pass. Sport. Roamer Four 4-Pass. Poper Sedan. Rodgers Touring Rotary Six 7-Pass. Touring R & V Knight 4 5-Pass. Touring R & V Knight 4 4-Pass. Coupe. R & V Knight 4 5-Pass. Sedan. R & V Knight Six 2-Pass. Roadster R & V Knight Six 4-Pass. Sport. R & V Knight Six 4-Pass. Touring R & V Knight Six 5-Pass. R & V Knight Six 6-Pass. R & V Knight Six 6-Pass. R & V Knight Six Coupe. R & V Knight Six Roadster.	1195
Saxon 2-Pass. Roadster	1195 1195
Saxon 5-Pass. Roadster	1195 1195 1295
Saxon 2-Pass. Roadster. Saxon 5-Pass. Touring. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe.	1195 1195 1295 1795
Saxon 2-Pass. Roadster. Saxon 5-Pass. Touring. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe.	1195 1195 1295 1795
Saxon 2-Pass. Roadster. Saxon 5-Pass. Touring. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe.	1195 1195 1295 1795
Saxon 2-Pass. Roadster. Saxon 5-Pass. Touring. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe.	1195 1195 1295 1795
Saxon 3-Pass. Roadster. Saxon 5-Pass. Touring Saxon 5-Pass. Sport Saxon 3-Pass. Coupe Saxon 5-Pass. Sedan Sayers 2-Pass. Roadster Sayers 5-Pass. Touring Sayers 4-Pass. Coupe Sayers 5-Pass. Sedan	1195 1195 1295 1795 1795 1645 1645 2645
Saxon 3-Pass. Roadster. Saxon 5-Pass. Sport. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Scdan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Sepera 0-2 2-Pass. Roadster.	1195 1195 1295 1795 1795 1645 1645 2645 2645
Saxon 3-Pass. Roadster. Saxon 5-Pass. Sport. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Scdan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Sepera 0-2 2-Pass. Roadster.	1195 1195 1295 1795 1795 1645 1645 2645 2645
Saxon 3-Pass. Roadster. Saxon 5-Pass. Sport. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Scdan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, L-2 5-Pass. Touring. Seneca, 50 2-Pass. Roadster.	1195 1195 1295 1795 1795 1645 1645 2645 2645 2645 875
Saxon 3-Pass. Roadster. Saxon 5-Pass. Sport. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Scdan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, L-2 5-Pass. Touring. Seneca, 50 2-Pass. Roadster.	1195 1195 1295 1795 1795 1645 1645 2645 2645 2645 875
Saxon 3-Pass. Roadster. Saxon 5-Pass. Sport. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Scdan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, L-2 5-Pass. Touring. Seneca, 50 2-Pass. Roadster.	1195 1195 1295 1795 1795 1645 1645 2645 2645 2645 875
Saxon 3-Pass. Roadster. Saxon 5-Pass. Sport. Saxon 5-Pass. Sport. Saxon 3-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Scdan. Sayers 2-Pass. Roadster. Sayers 4-Pass. Coupe. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, L-2 5-Pass. Touring. Seneca, 50 2-Pass. Roadster. Seneca, 50 5-Pass. Touring. Skelton, 2-Pass. Roadster. Skelton 5-Pass. Touring. Skelton 5-Pass. Roadster.	1195 1195 1295 1795 1795 1645 1645 2645 2645 875 1095 1095 995
Saxon 3-Pass. Roadster. Saxon 5-Pass. Sport. Saxon 5-Pass. Sport. Saxon 3-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Scdan. Sayers 2-Pass. Roadster. Sayers 4-Pass. Coupe. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, L-2 5-Pass. Touring. Seneca, 50 2-Pass. Roadster. Seneca, 50 5-Pass. Touring. Skelton, 2-Pass. Roadster. Skelton 5-Pass. Touring. Skelton 5-Pass. Roadster.	1195 1195 1295 1795 1795 1645 1645 2645 2645 875 1095 1095 995
Saxon 3-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Coupe. Saxon 5-Pass. Scdan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Scdan. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Seneca, 50 5-Pass. Touring. Skelton, 2-Pass. Roadster. Skelton 5-Pass. Touring. Spencer 2-Pass. Roadster. Spencer 3-Pass. Coupe.	1195 1195 1295 1795 1795 1645 1645 2645 2645 875 875 1095 995 995 9750 750
Saxon 2-Pass. Roadster. Saxon 5-Pass. Sport. Saxon 5-Pass. Sport. Saxon 3-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Scdan. Sayers 2-Pass. Roadster. Sayers 4-Pass. Coupe. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Seneca, 50 5-Pass. Touring. Skelton, 2-Pass. Touring. Skelton, 2-Pass. Roadster. Skelton 5-Pass. Touring. Spencer 2-Pass. Roadster. Spencer 3-Pass. Coupe. Spencer 5-Pass. Coupe. Spencer 5-Pass. Sedan.	1195 1195 1295 1795 1795 1645 2645 2645 275 875 1095 1095 995 750 900
Saxon 2-Pass. Roadster. Saxon 5-Pass. Souring. Saxon 5-Pass. Sport. Saxon 3-Pass. Souring. Saxon 3-Pass. Souring. Saxon 3-Pass. Sodan. Sayers 2-Pass. Roadster. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 50 5-Pass. Touring. Seneca, 50 5-Pass. Touring. Skelton, 2-Pass. Roadster. Skelton 5-Pass. Touring. Skelton 5-Pass. Touring. Spencer 2-Pass. Roadster. Spencer 5-Pass. Touring. Spencer 5-Pass. Sedan. Spenling 3-Pass. Sedan. Sperling 3-Pass. Roadster. Spenling 3-Pass. Roadster. Spenling 3-Pass. Roadster.	1195 1195 1295 1795 1795 1645 1645 2645 2645 875 1095 1095 995 750 900 900 900 980
Saxon 3-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Skelton, 2-Pass. Roadster. Skelton 5-Pass. Touring. Spencer 2-Pass. Roadster. Spencer 5-Pass. Touring. Spencer 5-Pass. Touring. Spencer 5-Pass. Sedan. Sperling 3-Pass. Sedan. Sperling 5-Pass. Touring. Spencer 5-Pass. Roadster. Sperling 5-Pass. Sedan. Sperling 5-Pass. Sedan.	1195 1195 1795 1795 1795 1645 1645 2645 2645 875 1095 1095 995 995 995 990 980 980 980 988
Saxon 2-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Surving. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Skelton, 2-Pass. Roadster. Skelton 5-Pass. Touring. Spencer 2-Pass. Roadster. Spencer 5-Pass. Touring. Spencer 5-Pass. Touring. Spencer 5-Pass. Sedan. Spening 3-Pass. Roadster. Sperling 5-Pass. Sedan. Sperling 5-Pass. Touring. Spening 5-Pass. Sedan. Sperling 5-Pass. Sedan. Sperling 5-Pass. Sedan. Sperling 5-Pass. Sedan. Sperling 5-Pass. Sedan.	1195 1195 1295 1795 1795 1795 1645 2645 2645 2645 1095 1095 995 750 900 900 980 1485 2150
Saxon 2-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Surving. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Skelton, 2-Pass. Roadster. Skelton 5-Pass. Touring. Spencer 2-Pass. Roadster. Spencer 5-Pass. Touring. Spencer 5-Pass. Touring. Spencer 5-Pass. Sedan. Spening 3-Pass. Roadster. Sperling 5-Pass. Sedan. Sperling 5-Pass. Touring. Spening 5-Pass. Sedan. Sperling 5-Pass. Sedan. Sperling 5-Pass. Sedan. Sperling 5-Pass. Sedan. Sperling 5-Pass. Sedan.	1195 1195 1295 1795 1795 1795 1645 2645 2645 2645 1095 1095 995 750 900 900 980 1485 2150
Saxon 2-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Surving. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Skelton 2-Pass. Roadster. Seneca, 50 5-Pass. Touring. Skelton 2-Pass. Roadster. Skelton 5-Pass. Touring. Spencer 5-Pass. Roadster. Spencer 5-Pass. Roadster. Spencer 5-Pass. Roadster. Spencer 5-Pass. Touring. Spencer 3-Pass. Coupe. Spening 5-Pass. Sedan. Sperling 5-Pass. Roadster. Standard 4-Pass. Sport. Standard 7-Pass. Touring.	1195 1195 1195 1195 1795 1795 1795 1645 1645 2645 2645 275 1095 995 995 990 900 980 1485 2156
Saxon 3-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Sourt. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Skelton 5-Pass. Touring. Skelton, 2-Pass. Roadster. Seneca, 50 5-Pass. Touring. Skelton, 2-Pass. Roadster. Seneca 5-Pass. Touring. Spenneer 5-Pass. Touring. Spenneer 5-Pass. Touring. Spenneer 3-Pass. Coupe. Spening 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 5-Pass. Roadster. Standard 4-Pass. Roadster. Standard 4-Pass. Sport. Standard 4-Pass. Coupe.	1195 1195 1195 1795 1795 1795 1795 1645 2645 2645 2645 1095 1095 995 995 995 995 2395 2395 2395
Saxon 3-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Sourt. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Skelton 5-Pass. Touring. Skelton, 2-Pass. Roadster. Seneca, 50 5-Pass. Touring. Skelton, 2-Pass. Roadster. Seneca 5-Pass. Touring. Spenneer 5-Pass. Touring. Spenneer 5-Pass. Touring. Spenneer 3-Pass. Coupe. Spening 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 5-Pass. Roadster. Standard 4-Pass. Roadster. Standard 4-Pass. Sport. Standard 4-Pass. Coupe.	1195 1195 1195 1795 1795 1795 1795 1645 2645 2645 2645 1095 1095 995 995 995 995 2395 2395 2395
Saxon 3-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Sourt. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 60 2-Pass. Touring. Skelton 5-Pass. Touring. Skelton 2-Pass. Roadster. Seneca 50 2-Pass. Roadster. Seneca, 50 5-Pass. Touring. Skelton, 2-Pass. Roadster. Spencer 5-Pass. Touring. Spencer 5-Pass. Touring. Spencer 3-Pass. Coupe. Spening 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 5-Pass. Sedan. Sperling 5-Pass. Roadster. Standard 4-Pass. Roadster. Standard 4-Pass. Sport. Standard 4-Pass. Coupe.	1195 1195 1195 1795 1795 1795 1795 1645 2645 2645 2645 1095 1095 995 995 995 995 2395 2395 2395
Saxon 3-Pass. Roadster. Saxon 5-Pass. Touring. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 4-Pass. Coupe. Sayers 5-Pass. Touring. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Skelton 2-Pass. Roadster. Skelton 5-Pass. Touring. Spencer 2-Pass. Roadster. Spencer 3-Pass. Touring. Spencer 3-Pass. Touring. Spencer 3-Pass. Touring. Spencer 3-Pass. Sedan. Sperling 3-Pass. Sedan. Sperling 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 4-Pass. Roadster. Sperling 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 5-Pass. Touring. Standard 4-Pass. Sedan.	1195 1195 1195 1795 1795 1645 1645 1645 2645 875 1095 995 995 750 900 900 910 14855 2156 22395 3200 3350 3350 2750
Saxon 3-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Souring. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Seneca, 50 2-Pass. Touring. Skelton, 2-Pass. Touring. Skelton 5-Pass. Touring. Skelton 5-Pass. Touring. Spencer 2-Pass. Roadster. Spencer 3-Pass. Coupe. Spencer 5-Pass. Roadster. Spencer 5-Pass. Sedan. Sperling 3-Pass. Roadster. Sperling 3-Pass. Roadster. Sperling 5-Pass. Sedan. Sperling 5-Pass. Sedan. Standard 2-Pass. Roadster. Standard 4-Pass. Sport. Standard 4-Pass. Sport. Standard 4-Pass. Sedan. Standard 7-Pass. Sedan.	1195 1195 1195 1195 1196 1196 1196 1196
Saxon 3-Pass. Roadster. Saxon 5-Pass. Surving. Saxon 5-Pass. Souring. Saxon 3-Pass. Coupe. Saxon 3-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 50 5-Pass. Touring. Skelton 2-Pass. Roadster. Skelton 5-Pass. Touring. Skelton 5-Pass. Touring. Skelton, 2-Pass. Roadster. Spencer 3-Pass. Roadster. Spencer 5-Pass. Touring. Spencer 5-Pass. Touring. Spencer 5-Pass. Touring. Spencer 5-Pass. Sedan. Sperling 3-Pass. Coupe. Spencer 5-Pass. Sedan. Sperling 5-Pass. Sedan. Sperling 5-Pass. Sedan. Sperling 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 5-Pass. Sedan. Standard 2-Pass. Roadster. Standard 4-Pass. Sport. Standard 4-Pass. Sedan. Standard 5-Pass. Sedan. Standard 5-Pass. Sedan. Standard 7-Pass. Sedan. Standard 7-Pass. Sedan. Standard 7-Pass. Sedan. Standard 7-Pass. Sedan. Stanley Steamer 2-Pass. Phaeton. Stanley Steamer 7-Pass. Phaeton.	1195 1195 1195 1195 1196 1795 1645 1645 1645 2645 2645 875 1095 750 900 900 900 1485 2395 2395 2395 22750 3000 3000 3000 3000 3000 3000 3000 3
Saxon 3-Pass. Roadster. Saxon 5-Pass. Touring. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 5-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 60 2-Pass. Touring. Skelton 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Skelton 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Skelton, 2-Pass. Roadster. Seneca 50 2-Pass. Touring. Speneer 5-Pass. Touring. Speneer 3-Pass. Roadster. Speneer 3-Pass. Touring. Speneer 3-Pass. Coupe. Spening 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 5-Pass. Roadster. Sperling 5-Pass. Roadster. Sperling 5-Pass. Roadster. Standard 4-Pass. Roadster. Standard 4-Pass. Sedan. Standard 5-Pass. Pass. Standard 5-Pass. Pass. Standard 5-Pass. Pass. Standard 5-Pass. Phacton. Stanley Steamer 5-Pass. Phacton. Stanley Steamer 7-Pass. Sedan.	1195 1195 1195 1195 1795 1795 1795 1645 1645 1645 2645 2645 2750 995 750 9750 9750 9750 980 980 980 980 1485 2395 2395 2395 2375 2395 2395 2395 2395 2395 2395 2395 3200 3200 3200 3200 3200 3200 3200 320
Saxon 3-Pass. Roadster. Saxon 5-Pass. Touring. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 5-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 60 2-Pass. Touring. Skelton 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Skelton 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Skelton, 2-Pass. Roadster. Seneca 50 2-Pass. Touring. Speneer 5-Pass. Touring. Speneer 3-Pass. Roadster. Speneer 3-Pass. Touring. Speneer 3-Pass. Coupe. Spening 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 5-Pass. Roadster. Sperling 5-Pass. Roadster. Sperling 5-Pass. Roadster. Standard 4-Pass. Roadster. Standard 4-Pass. Sedan. Standard 5-Pass. Pass. Standard 5-Pass. Pass. Standard 5-Pass. Pass. Standard 5-Pass. Phacton. Stanley Steamer 5-Pass. Phacton. Stanley Steamer 7-Pass. Sedan.	1195 1195 1195 1195 1795 1795 1795 1645 1645 1645 2645 2645 2750 995 750 9750 9750 9750 980 980 980 980 1485 2395 2395 2395 2375 2395 2395 2395 2395 2395 2395 2395 3200 3200 3200 3200 3200 3200 3200 320
Saxon 3-Pass. Roadster. Saxon 5-Pass. Touring. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 5-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 60 2-Pass. Touring. Skelton 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Skelton 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Skelton, 2-Pass. Roadster. Seneca 50 2-Pass. Touring. Speneer 5-Pass. Touring. Speneer 3-Pass. Roadster. Speneer 3-Pass. Touring. Speneer 3-Pass. Coupe. Spening 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 5-Pass. Roadster. Sperling 5-Pass. Roadster. Sperling 5-Pass. Roadster. Standard 4-Pass. Roadster. Standard 4-Pass. Sedan. Standard 5-Pass. Pass. Standard 5-Pass. Pass. Standard 5-Pass. Pass. Standard 5-Pass. Phacton. Stanley Steamer 5-Pass. Phacton. Stanley Steamer 7-Pass. Sedan.	1195 1195 1195 1195 1795 1795 1795 1645 1645 1645 2645 2645 2750 995 750 9750 9750 9750 980 980 980 980 1485 2395 2395 2395 2375 2395 2395 2395 2395 2395 2395 2395 3200 3200 3200 3200 3200 3200 3200 320
Saxon 3-Pass. Roadster. Saxon 5-Pass. Touring. Saxon 5-Pass. Sport. Saxon 3-Pass. Coupe. Saxon 5-Pass. Sedan. Sayers 2-Pass. Roadster. Sayers 5-Pass. Touring. Sayers 4-Pass. Coupe. Sayers 5-Pass. Sedan. Seneca, 0-2 2-Pass. Roadster. Seneca, 0-2 2-Pass. Roadster. Seneca, 60 2-Pass. Touring. Skelton 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Skelton 2-Pass. Roadster. Seneca, 50 2-Pass. Touring. Skelton, 2-Pass. Roadster. Seneca 50 2-Pass. Touring. Speneer 5-Pass. Touring. Speneer 3-Pass. Roadster. Speneer 3-Pass. Touring. Speneer 3-Pass. Coupe. Spening 5-Pass. Touring. Sperling 5-Pass. Touring. Sperling 5-Pass. Roadster. Sperling 5-Pass. Roadster. Sperling 5-Pass. Roadster. Standard 4-Pass. Roadster. Standard 4-Pass. Sedan. Standard 5-Pass. Pass. Standard 5-Pass. Pass. Standard 5-Pass. Pass. Standard 5-Pass. Phacton. Stanley Steamer 5-Pass. Phacton. Stanley Steamer 7-Pass. Sedan.	1195 1195 1195 1195 1795 1795 1795 1645 1645 1645 2645 2645 2750 995 750 9750 9750 9750 980 980 980 980 1485 2395 2395 2395 2375 2395 2395 2395 2395 2395 2395 2395 3200 3200 3200 3200 3200 3200 3200 320
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Stearns-Knight Four 7-P, Lim. O :	3650 3250
Stearns-Knt. Four 7-P. Lt. Brg. on A	1pp
Stearns-Knight Six 4 or 5-Pass. T'g	2700
Stearns-Knight Six Coupe	3350
Stearns-Knit. Four (-P. Lt. Brg. on Abtearns-Knight Sx. Roadster	3700
	1575 1625
	1595 1625
Stephens 4-Pass. Brougham Stephens 7-Pass. Sedan Stephens 5-Pass. Sedan	2450
Stephens 7-Pass. Sedan Stephens 5-Pass. Sedan	2550 2000
Stephens Special 4-Pass. Touring Stephens Speial 6-Pass. Touring	1645 1675
Sterling-Knight 2-Pass, Roadster Sterling-Knight 5-Pass, Touring Car	3750 3750
Sterling-Knight 7-Pass, Touring Car	2750 4700
Sterling-Knight 6-Pass. Sedan	4900
Sterling-Knight 6-Pass. Berline	5000
Sterling-Knight 4-Pass. Brougham. Sterling-Knight 6-Pass. Landaulet	\$250
Stephens 7-Pass. Sedan Stephens 5-Pass. Sedan Stephens Special 4-Pass. Touring Stephens Special 6-Pass. Touring Stephens Special 6-Pass. Touring Sterling-Knight 2-Pass. Roadster Sterling-Knight 5-Pass. Touring Car Sterling-Knight 7-Pass. Touring Car Sterling-Knight 6-Pass. Sedan Sterling-Knight 6-Pass. Limousine. Sterling-Knight 6-Pass. Brougham. Sterling-Knight 4-Pass. Brougham. Sterling-Knight 4-Pass. Roadster. Stevens-Duryea 2-Pass. Roadster. Stevens-Duryea 7-Pass. Touring Stevens-Duryea 6-Pass. Sedan Stevens-Duryea 6-Pass. Sedan Stevens-Duryea 6-Pass. Limousine. Stevens-Duryea 6-Pass. Limousine. Stevens-Duryea 6-Pass. Limousine.	7250 6800
Stevens-Duryea 4-Pass. Touring	6900
Stevens-Duryea 7-Pass. Limousine.	8900 8600
Stevens-Duryea 7-Pass. Berline	8900
Studebaker Light-Six 3-P. Roadster	8900 975
Studebaker Light-Six 5-P. Touring. Studebaker Light-Six 2-P. CpcRd.	975 1225
Studebaker Light-Six 5-P. Sedan Studebaker Spec. Six 2-P. Roadster	1550 1250
Studebaker Spec. Six 4-P. Roadster	1275 1275
Studebaker Spec. Six 4-Pass. Coupe	1875
Studebaker Bix Six 7-P. Touring.	2050 1650
Studebaker Bix Six Speedster Studebaker Bix Six 4-Pass Coupe	1785 2275
Studebaker Bix Six 7-Pass. Sedan Stutz 2-Pass. Roadster	2475 2450
Stutz 6 or 7-Pass. Touring	264) 2790
Stutz 4-Pass. Coupe	349.)
Sun 2-Pass. Roadster	42"·1 575
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Templar 4-Pass. Sportette	2025 2175
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Templar 5-Pass, Sedan	2785 1175
Tulsa 3-Pass. Roadster	1175
Velie, 58 2-Pass. Roadster	1275
Velie, 58 5-Pass. Touring Velie, 58 55-Pass. Sedan	$\frac{1275}{1795}$
Velie, 58 55-Pass. Sedan. Velie, 58 5-Pass. Brougham. Velie 58 55-Pass. Sport. Vogue, 6-55 5-Pass. Touring.	1795 1335
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Vogue, 6-55 5-Pass. Sedan	2185
Vogue, 6-66 5-Pass Touring	1785
Vogue, 6-66 5-Pass. Coupe	2285
Vogue, 6-66 5-Pass. Coupe Vogue, 6-66 5-Pass. Scdan Vogue, 6-66 7-Pass. Sedan	2485
Waltham 2-Pass, Roadster	2350
Waltham 2-Pass. Roadster Waltham 5-Pass. Phaeton Waltham 4-Pass. Coupe Waltham 5-Pass. Sedan	2350 3050
Waltham 5-Pass, Sedan	3250 1785
Washington 5-Pass. Touring. Wasp 4-Pass. Touring. Wescott, 44 Touring Wescott, 44 Sport.	5500
Wescott, 44 Sport	1690 1a9
Wescott, 44 Special Sedan	2890
Wescott, D-48 7-Pass. Touring Wescott, D-48 Special Touring	1990 2190
Wescott, C-48 Sedan	309 t 4885
Wills St. Claire 4-Pass. Roadster	2475 2475
Wills St. Claire 4-Pass. Coupe	3275
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Wills St. Claire 5-Pass. Limoustic	3375
Wills St. Claire 7-Pass. Town Car., Wills St. Claire 7-Pass. Imper. Sed.	3850 3575
Willys-Knight 2-Pass, Roadster Willys-Knight 5-Pass, Touring	1235 1235
Willys-Knight 4-Pass. Coupe Willys-Knight 5-Pass. Sedan	1795 1950
Winther 5-Pass Touring	1595
Winton 4-Pass Sport Physian	3400 3600
Winton 4-Pass. Sport Phaeton Winton 7-Pass. Touring Winton 4-Pass. Victoria Coupe Winton 4-Pass. Sport Sedan	3400 4000
Winton 7-Pass Limonsine Sedan	4700
Winton 7-Pass. Sedan. Winton 7-Pass. 3-4 Limousine	4450
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LINDE plants are in fact producing oxygen of a purity substantially in excess of 99%.

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Painstaking care to produce oxygen that can always be depended upon to produce uniform results.

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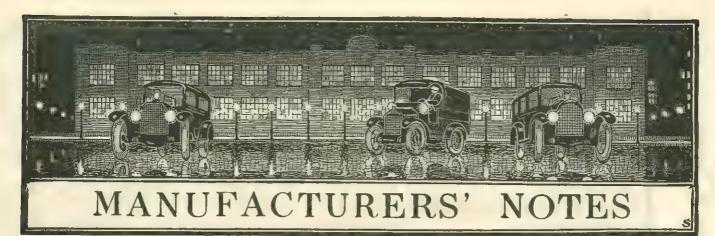
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THE LARGEST PRODUCER OF OXYGEN IN THE WORLD

2012-22



Taylor Rubber Co., Ltd., has acquired a block of 48 acres of land in Aurora, Ont., is planning to erect a factory to which its manufacturing operations will be transferred. Engineers are at work on plants, but building has not yet commenced. The plant will have a capacity of 500 tires a day.

Martin-Parry Corp. reports sales of bodies about 75 per cent. ahead of last year, with August sales about double last year. Although dollar volume is smaller than last year per body, total sales in dollars still is well ahead of 1921 because of increased production.

Metropolis Bending Co., Cleveland, manufacturer of top bows, has succeeded the Union Bow Co., through which it has sold its product for many years. A. E. Puls, formerly in charge of the sales department of the Union Bow Co., has been appointed sales manager and assistant treasurer with headquarters in Cleveland.

The first unit of the new Flint Motor Car Co., organized by W. C. Durant, is now under way and should be completed, according to contract, by July 1, 1923. This unit will be 900 feet by 80.

Walworth Realty Co., a subsidiary of the Walworth Manufacturing Co. of Boston, has awarded a contract for the construction of a warehouse, pipe shop and garage in Long Island City. The main building will contain the offices, city sales department, shipping room, and space for the storage of fittings and materials. The pipe storage building is to be 60×214 feet.

P. J. Janssen, Ltd., exporter of automotive products with offices in New York City, Singapore and Bandoeng, Java, has opened offices in Amsterdam to handle the business in Holland, Belgium and Scandinavian countries of American automotive manufacturers.

L. H. Gilmer Co., Tacony, manufacture of automotive equipment, is producing 20,000 fan belts every twenty-four hours, according to Ludwell H. Gilmer, president. This department is operating at two-thirds of capacity, while other departments are running twenty-four hours a day. The plant is shipping approximately 150,000 fan belts and 1,000,000 feet of brake bands a month to the Ford Motor Co. The company has approved plans and is about to award a contract for the erection of a new power plant and a storage house at a cost of approximately \$200,000.

Holbrook Co., manufacturer of automobile bodies, announces plans to double its present capacity at the Hudson, N. Y., plant. The company now employs 120 men. An addition to its present plant to cost \$100,000 will be erected.

Mueller Electric Co. has completed its new building at 1583 East 31st St., Cleveland, which will permit it to expand its activities in the manufacture of electric specialties.

Springfield Commercial Body Co., Inc., has been formed in Springfield Mass., to manufacture, repair and deal in automobile bodies. Charles B. Ring is president and L. Philip Smith is treasurer of the concern, which has an authorized capitalization of \$200,000.

Racine (Wis.) Metal Stamping Co. has changed its corporate title to Racine Screw Works, to better designate the present nature of its principal business. Albert O. Falkenrath is president, and Jerome J. Ritter, secretary.

Federal Rubber Co., Cudahy, Wis., has started construction work on three additional floors of a new seven-story manufacturing addition, 120 x 250 ft., the foundations and first floor of which were erected last year. The structure is projected as a seven-story building, and the remaining three stories will be built early in 1923. It will represent an investment of about \$400,000, including equipment.

Cropper-Kinney Auto Spring Co. has been incorporated at Lebanon, Ohio. George Cropper, president and treasurer has been connected with the Milburn Wagon Co., on its sales force, for the past 25 years. L. H. Kinney, vice-president and general superintendent had charge of the Studebaker spring factories for over 12 years. Lately he was president of the Cincinnati Auto Spring Co. A. M. Kinney will be assistant superintendent. The company expects to be in operation by Oct. 15 and will manufacture the Star Brand spring.

Borg & Beck Co., clutch manufacturer, plans to transfer its recently acquired Hough Mechanical Hoist Co. from Chicago to Moline with a force of 100 men. The hoist is used to elevate dumping wagon bodies.

Lee Motors, Inc., Syracuse, has taken over the agency for Syracuse and Central New York for the Oakland.

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GEARS

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	NAME AND MODEL	Daniels, D. Daniels, D. Daniels, D. Davis, G. Dodge Brother. Dodge Brother. Dodge Brother. Dodge Brother. Doll Powis 71. Thores. Durant A-22 Durant A-22 Durant A-22 Durant A-22 Durant A-22 Durant A-22 Clear D-4 Clear D-4 Clear D-4 Clear D-4 Clear D-6 Tiglu K-1 Tiglu K-1 Tiglu K-1 Tiglu K-1 Tiglu K-1 Towa Al-Cooled Fould T-7 Craut Craut Craut Craut Transle A-2 Transle A-2 Transle A-2 Transle A-3 Transle A-4

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	NAME AND MODEL	Mitchell, 60–5. Mitchell 50 7 Molter Monroe Berles Non 6 58 Moon 6-40 Murray Mac, 70-T.	Nash Four Nash, 691. Naonnl Bextet. Noms, C.	Oakland 6-44 Oteon, 0-60 Oteon, 0-60 Oteon, 0-10 Oldsmobile, 47 Overland, 4	Packard Single-Six Packard Twin-Six Pack 4-1 Pack 4-66 Pack 23-6-52 Perces 23-6-52 Perces 330 Perces 470 Piot. 4-45. Piot. 6-60 Prado, HI.	Radielgh, A-60 Ranger, R-20-4. Teo T-6 Series B. Re ere I' Series B. Refellen, T-85 Ribrielen, T-85 Roumer 4-75 E. Roumer 4-75 E. Rodgers. Rodgers. Rodgy Six. Rody Si	Baxon, 125-G Nayers St. Nayers St. Seneen, L2 & O2 Seneen, 20 Shelton Spencer Spelling Reauth of St. St. St. St. St. St. St. St. St. St. St.

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-51	NITION SYSTEM Make Type	At K Conn Conn	Bosch S-H Remy Bosch Delco Delco Delco Auto Auto Auto Auto Auto Auto
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ENGINE	H. P. Shape of Cylinder	2200	45 2400 58 2400 70 1800 45 2690 80 2600 67 2700 40 2400 70 2200 115 3100
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	Bore and Strake In Inches	6 3 1/8 x 1 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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	BL	49 va	Eton 1, 44 D-4; W-11 Ols night
	NAME AND MODEL	Vogue 6-66 Vogue 6-55	Waltham [Washington B. Washoot, 44 Westoott, 44 Westoott, 0-48 Westoott, 0-18 [Wills St. Claire [Wills St. Claire [Willy-Knight, 20 Winton 40 Wistru Wistru Wistru
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The Noiseless Car Is Yet To Be Built (Continued from page 5)

such a form that they will tend to deaden instead of magnify sound, a great deal can be done.

It has been proved, for example, that it is haust without undue loss of power, yet there are a the part of the body maker, often results in many rat-Improper laying out of the rear pears to be more difficult to make the rear construc-The second cause of noise, namely, that due to careless or imperfect design, is in most cases inexeasily possible to almost completely muffle the exsponsible for body squeeks. Faulty workmanship, on construction with regard to caring for the drive and torque reactions sometimes results in noise. It apcertain number of makers, who are not doing it. Weak frames, with insufficient rigidity, are often retion silent when no torque tube or arm is used. and squeeks. cusable. tres

The third cause of noise, that due to wear of the parts, probably never can be entirely overcome. Much can be done, however, by providing larger bearing area at all points where looseness may occur and furnishing efficient means of lubrication.

Many Refinements in New Cole Series

(Continued from page 7)

design. The trunk rack is anchored direct to the rain proof by completely sealing the stationary lower grips on the outer surface.

The trunk rack and body guard rails are made of aluminum and carry out the idea of the Etruscan frame and serves as an additional support, which The windshield has been made gives wheel is 18 inches in diameter, and made of laminated section with rubber strips. The new Johnson Model walnut with finger grips on the inside and hand R Carburetor is the swing valve type and quicker acceleration and increases the rigidity. greater economy,

Digest of Current Articles

speed, it is stated.

(Continued from page 11)

the average hardware window display be attractive if some dealers say that there isn't money in handling equipment? Of course, there isn't. Neither would a lot of rusty tools were displayed.

"When the average man buys a piece of automotive

equipment he wants to feel that the product he is buying in the equipment department as it is in the repair de-partment." is brand new, clean stock. Cleanliness is just as essential

Springs & Frame

Springs

Semi El. Semi El. Semi El. Semi El.

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Bov. Gr. Kero Spur Gr. Kero Direct. Kero Spur Gr. Kero

356x414 314x414 3x6 4x5

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Remy Issues New Folder

The Remy Electric Company of Anderson, Ind., has issued a folder to the truck trade entitled "Successfully Supplying the Demand."

This folder explains, how in anticipation of the demand, Remy designed and built complete electrical systems for commercial car service. The trucks that now use Remy systems are illustrated together with the Remy units that are used in connection.

more

The company will upon request supply copies of this folder to those interested in the building or distribution of commercial cars.

Rhue reports that he was impressed with the improvement in business and John A. Rhue, treasurer of the Indiana Truck Corp., has returned from an extended trip through Missouri states that he anticipates a good fall and winter. Kansas, Oklahoma and Texas.

Technical Specifications of Motor Trucks REVISED MONTHLY

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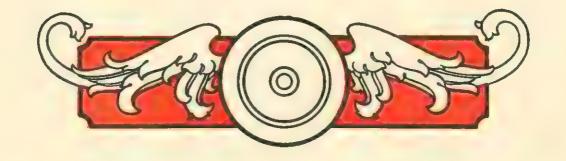
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Passenger Cars otor Trucks



ATTERBURY SPECIFICATIONS OF ALL MODELS

CHASSIS WEIGHT-1½ ton, Model 20-R, 4,500; 2½ ton, Model 22-C, 5,670; 3½ ton, Model 22-D, 7,500; 5 ton, Model 8-E, 9,496.

BODY WEIGHT ALLOWANCE--1½ ton, Model 20-R, 1,250; 2½ ton, Model 22-C, 2,000; 3½ ton, Model 22-D, 2,500; 5 ton, Model 8-E, 2,500.

SPEED ON SOLIDS—1½ ton, Model 28-R, 28 M.P.H.; 2½ ton, Model 22-C, 18 M.P.H.; 3½ ton, Model 22-D, 15 M.P.H.; 5 ton, Model 8-E, 12½ M.P.H.

SPEED ON PNEUMATICS-11/2 ton, Model 20-R, 22 M.P.H.; 21/2 ton, Model 22-C, 18.5 M.P.H.; 31/2 ton, Model 22-D, 16.5 M.P.H.

MOTORS—CONTINENTAL—1½ ton, Model 28-R, J-4; 2½ ton, Model 22-C, K-4; 3½ ton, Model 22-D, L-4; 5 ton, Model 8-E, B-2.

BORE AND STROKE—1½ ton, Model 20-R, 3½ by 5; 2½ ton, Model 22-C, 4½ by 5½; 3½ ton, Model 22-D, 4½ by 5½; 5 ton, Model 8-E, 4¾ by 6.

CARBURETOR-Zenith carburetor in all models.

GOVERNOR-11/2 ton, Simplex; 21/2 and 31/2 ton, Pierce; 5 ton, Continental.

IGNITION-Magneto in all models.

CLUTCH-Multiple dry disc in all models.

TRANSMISSION-11/2 ton, three speeds, unit power plant; 21/2, 31/2 and 5 ton, four speeds amidships.

RATIOS-1½ ton: final 7.75-1, second 13.17-1, first 31.0-1, reverse, 27.12-1; 2½ ton: final 9.25-1, third, 16.2-1, second 26.2-1, first 49.4-1, reverse 57.8-1; 3½ ton: final, 10.3-1, third, 18.4-1, second, 29.8-1, first, 55.2-1, reverse 66.1-1; 5 ton: final 11.6-1, third 17.4-1, second 32.9-1, first 62.0-1, reverse 74.6-1.

DRIVE-Worm in all models.

AXLES-Timken in all models.

FRONT TIRES-1½ ton, 36 by 3½; 2½ ton, 36 by 4; 3½ ton, 36 by 5; 5 ton, 36 by 5.

REAR TIRES-1½ ton, 34 by 5 single; 2½ ton, 36 by 4 dual; 3½ ton, 40 by 5 dual; 5 ton, 40 by 6 dual.

WHEELBASE-1½ ton, Std. 12 ft. (144 in.); 2½ ton, Std. 13 ft. (156 in.); Long 15 ft. (180 in.); 3½ ton, Std. 14 ft. 6 in. (174 in.); Long, 16 ft. 6 in. (198 in.), Short, 12 ft. 6 in. (150 in.); 5 ton, Std. 14 ft. (168 in.), Long, 16 ft. (192 in.).

CAB-1½ ton, open; 3½ ton, semi-enclosed; 3½ ton, semi-enclosed; 5 ton, open.

LIGHTS-Delco electric in all models.

STANDARD FINISH-Gray in all models.

ESTABLISHED 1903

Atterbury Motor Car Company

BUFFALO, NEW YORK

ATTERBURY MOTOR CAR COMPANY BUILDERS OF MOTOR TRUCKS EXCLUSIVELY SINCE 1903



Ample speed combined with the ever necessary ruggedness are just two of the reasons for the success of this model under the punishment of service. The worm drive, heavy flexible bolted frame, perfected J4 Continental motor and many other features all combine to maintain the prestige of the Atterbury reputation.



2½ Ton, Model 22-C, \$3,375

All around suitability of carrying capacity coupled with dependable and economical performance has made the 2½ ton Atterbury one of the most popular models. Two wheelbase lengths provide for a wide range of body sizes so that light bulky loads and materials of great length can be handled as profitably as material of greater tonnage in proportion to size.



3½ Ton, Model 22-D, \$4,275
For general heavy duty work this big 3½ ton Atterbury has the strength and power to stand up and produce. Likewise in interurban express service with long hauls at sustained speed owners have found this model ideal because of its capacity, stamina and dependability.



5 Ton, Model 8-E, \$4,975
When it's a matter of maximum tonnage and brute strength the 5-ton Atterbury is 100% there. Each of its 9,495 pounds has its particular work to do and working collectively they make up a unit that does business and eliminates worry. This is one of the reasons why this model has been selected by many of America's greatest industries.

The Atterbury franchise carries the permanent backing of one of the oldest motor truck manufacturers in the United States.



ESTABLISHED 1903

Atterbury Motor Car Company
BUFFALO, NEW YORK

COLE SPECIFICATIONS New Series 890

MECHANICAL FEATURES

MOTOR—Eight cylinder, high speed. 3½ in. bore, 4½ in. stroke.

346.4 cubic inch piston displacement. "L" heads removable, affording quick, easy access to valves and combustion chambers. Cylinder blocks and crank case cast in two section, divided vertically. Cam and pump shafts driven by helical gears. Counter-balanced crank shaft. Envelope manifold for increasing efficiency of fuel. Aluminum alloy constant clearance pistons. S. A. E. horsepower 39.22. Actual horsepower, more than 39.

STARTING, LIGHTING, IGNITION-Delco System.

LUBRICATION—Force feed, gear pump readily accessible from outside of motor; driven from crankshaft.

CLUTCH—Cole patented cone type, leather faced, with auxiliary springs under leather for easy engagement.

STEERING-18-in. corrugated solid walnut built up steering wheel and spider with walnut finish horn button and control disc. Irreversible type gear with hall thrust bearing.

FRAME—The new Ultramite frame is a channel section of special frame steel. Tapered at front to give shortest possible turning radius; widened at rear to afford rigid body support. Cole trunnion design with cross-members, at all points subject to strains.

WHEELBASE-1271/4 inches.

AXLES—Rear, Cole improved three-quarter floating. Bevel gear differential. One-piecs pressed steel housing. Front, special drop-forged and heat treated I-beam. Tapered roller bearings front and rear.

BRAKES—External contracting foot brakes, 15x2½ inches. Internal expanding emergency brake, 15½x2½ inches.

Special Cole construction and design.

SPRINGS—Cole direct drive spring suspension. Springs oil tempered, 39-inch semi-elliptic front, 57½-inch semi-elliptic rear. Underslung in rear. Shackle bolts equipped with large oil cups and bronze bushings. Adjustable spring shackles. Special combined construction with Lovejoy Hydraulic Shock Absorbers, giving the wonderful Hydrocushion spring action.

TIRES AND RIMS—Cord tires on all wheels. 33x5 inch tires front and rear, straight side, quick detachable rims.

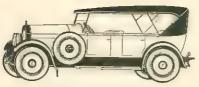
EQUIPMENT—Motor-driven tire pump with air hose and gauge permanently attached. 75-mile speedometer. Waltham dash clock. Ammeter. Oil pressure gauge. Motometer. Electric mortor-driven horn. Equipped with Lovejoy Hydraulic Shock Absorbers. Barrel type, head lamps with hand ground lenses. Twenty gallon gasoline tank with gauge. Complete outfit of tools.

WOOD, WIRE, OR DISTEEL WHEELS OPTIONAL ON ALL MODELS

Cole Motor Car Company

INDIANAPOLIS, U.S.A.

COLE MOTOR CAR COMPANY New Series 890



New Series Ultra-Equipped TOURSTER Seven Passenger \$2685



New Series Ultra-Equipped
SEDAN
Seven Passenger—All Aluminum Body
\$3685



New Series Ultra-Equipped ROADSTER Two Passenger \$2685



New Series Ultra-Equipped TOURSEDAN Seven Passenger \$3285



New Series Ultra-Equipped
COUPE
Four Passenger—All Aluminum Body
\$3285



New Series Ultra-Equipped SPORTSTER Four Passenger \$2685



New Series Ultra-Equipped
SUBURBAN
Five Passenger—All Aluminum Body
\$3685



BERLINE
Seven Passenger—All Aluminum Body
\$3885

All prices at Indianapolis

Cole Motor Car Company

INDIANAPOLIS, U. S. A.

FEDERAL FAST EXPRESS SPECIFICATIONS

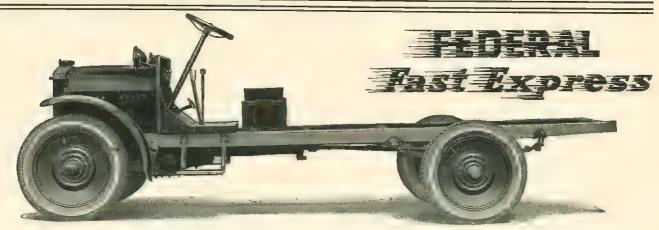
- CAPACITY-2000 lbs.; body allowance 900 lbs.; chassis weight, 2950 lbs.; total, 5850 lbs.; wheelbase 132 inches; tread 56 inches; loading space back of seat 110 inches.
- MOTOR—Continental J-4; 4 cylinders; L-Head; Mono Block type; 3-bearing crank shaft; 3-point suspension; force feed lubrication system through hollow crank shaft; bore, 3-¼ inches; stroke, 5 inches; 30 horsepower at normal engine speed.
- IGNITION-Eisemann Magneto with manually controlled spark.
- CARBURETOR-Zenith; central jet, float feed, automatic.
- COOLING SYSTEM—By fan and water circulated by centrifugal water pump of ample proportions through a Federal type detachable core radiator with pressed steel tanks and side members chemically treated to prevent rust.
- CLUTCH-Borg & Beck dry plate; two 10 inch asbestos fabric discs enclosed in Bell housing; easily adjusted for wear.
- TRANSMISSION—3 speeds forward and one reverse; selective; sliding; stub tooth; spur gear type; mounted on flywheel housing; splined main shaft; annular ball and roller bearings of generous size throughout.
- PROPELLER SHAFTS—Tubular, provided with three Universal grease-tight joints of ample proportions. Supported at center of self-aligning ball bearings.
- REAR AXLE—Timken-Detroit; worm drive with differential mounted on Timken-Roller bearings; semi-floating; completely enclosed in one-piece pressed steel housing; gear ratio standard 5.6 to 1.
- FRONT AXLE-Timken-Detroit; drop forged 1-beam; tapered roller bearings.
- BRAKES—Internal duplex; expanding type; 15 inch x 2½ inch foot and emergency, each having four Raybestos faced shoes operating in drums on rear wheels.

- FRAME—Pressed steel; channel section; 3-16 inch thick; 5 inch deep at center; 30½ inch wide at front and 34 inch wide back of seat; height from ground loaded, 29½ inches.
- SPRINGS—Chrome Vanadium steel; semi-elliptic type; front, 38 inches x 2½ inches; rear, 50 inches x 2½; 8 leaves rear.
- STEERING GEAR—Gemmer irreversible type; worm and worm wheel; ample adjustment for wear; bearings of generous size; 18 inch hand wheel.
- GASOLINE SYSTEM—Sheet steel tank; 12½ gallons; tinned inside and out; mounted on chassis under seat, with Stewart vacuum tank on dash under hood.
- WHEELS—Dished and tapered demountable disc wheels; valve connection outside.
- TIRES—Pneumatic U. S. Royal cords; truck type; non-skid; 33 x 5 inches front and rear.
- CONTROL—Transmission and brake levers mounted on transmission housing, center of chassis; steering gear column on left; accelerator pedal on toe board; hand throttle and spark control lever on steering column; ignition switch and carburetor choke are provided on the dash.
- CHASSIS LUBRICATION—Alemite grease connections with efficient high pressure grease gun; no grease cups to be filled by hand.
- DASH EQUIPMENT—Dash, toe boards, fenders and running boards heavy pressed steel, floor board wood.
- ELECTRIC EQUIPMENT—Remy electric starter and generator; electric horn; electric side, tail and dash lights with special hard service battery mounted under seat, easily accessible.
- CHASSIS PRICE—\$1375 f. o. b. Detroit, freight and war tax additional. Price includes complete set of tools, jack, oil can and hand pump.

This Federal Fast Express completes a line that now satisfies every haulage requirement. It opens the 65% light delivery truck market to alert Federal Dealers. A wire or special delivery letter concerning territories will have immediate attention.

Federal Motor Truck Company

DETROIT, U. S. A.



There is a Federal Truck for every Hauling Need



Federal Model "SD"-2000 pounds capacity, Wheelbase, 132"; 30 H.P. Motor.



Federal Model "TE"-3000 pounds capacity, Wheelbase, 144"; 35 H.P. Motor.



Federal Model "UE"-4000 pounds capacity, Wheelbase, 126", 144" or 156" and Special 168"; 35 H.P. Motor.



Federal Model "WE"-7000 pounds capacity, Wheelbase 155" and Special 180" 40 H.P. Motor.

With the addition of the Fast Express to the Federal line, Federal dealers are enabled to satisfy the trucking requirements of every prospect.

The Fast Express is the biggest little truck on the market. Of truck type construction all the way through; it has a capacity of at least one ton, a speed of 35 miles per hour and can be fitted with any one of 32 body combinations.

The other members of the Federal family include units up to seven tons capacity, several of standard and special wheelbase lengths.

The Federal line is designed to reach every prospect whether in the fast, light delivery field or in heavy duty hauling.

Every live dealer knows what this means—the certainty that he can figure with every possible buyer. Your territory may be open. Write us today.



Federal "X2"-10,000 pounds capacity, Wheelbase, 156" and Special 180"; 50 H.P. Motor.

another FEDERAL

FEDERAL MOTOR TRUCK COMPANY DETROIT, U. S. A.

GENERAL MOTORS TRUCK COMPANY SPECIFICATIONS

- LOAD CAPACITY—Model K16, 2,000 pounds with 900 pounds body allowance; Model K41, 6,000 pounds with 1,500 pounds body allowance; Model K71, 7,000 pounds with 2,000 pounds body allowance; Model K101, 10,000 pounds with 2,500 pounds body allowance.
- ENGINE—GMC design and manufacture, 4-cylinder, L-head, water cooled. Model K16, bore 3½ inches, stroke 5½ inches, Model K41, bore 4 inches, stroke 5½ Model K71, bore 4½ inches, stroke 6 inches; Model K101, bore 4½ inches, stroke 6 inches.
- HORSEPOWER—Model K16 by S. A. E. formula, 19.6; actual horsepower at governed speed 32.5. Model K41, by S. A. E. formula, 25.6; actual at governed speed 37. Model K71 and K101 by S. A. E. formula 32.4; actual at governed speed 51.
- CYLINDER AND CRANK CASE—Cast in unit. Cylinders, removable sleeve type.
- LUBRICATION—Positive pressure system from gear pump, forcing oil with constant pressure to all bearings of engine. Chassis lubrication by pressure gun system.
- GOVERNOR-Fly ball type of our own manufacture.
- CARBURETOR AND FUEL SUPPLY—GMC two jet type carburetor with special heated intake manifold. Fuel by gravity from pressed steel tank.
- COOLING-Combination pump driven and thermo-syphon.
- RADIATOR-Continuous fin, tubular, type.
- IGNITION—High tension magneto, impulse starter coupling used in Models K41, K71 and K101.
- CLUTCH-Multiple disc dry plate type of our own manufacture.
- TRANSMISSION—Model K16, GMC 3-speed selective type in unit with engine. Model K41, GMC selective 2-range transmission, each range having 4 forward speeds and one reverse, in unit with engine. Model K71 and K101, GMC selective 2-range transmission, each range having 4 forward speeds and one reverse; transmission suspended amidship. Provision for power take-off and tire pump on all models.
- REAR AXLE—Model K16, 34 floating, bevel pinion drive with 6. to 1 gear ratio. Model K41, worm drive full floating, with gear ratio 7.25 to 1. Model K71, worm drive full floating with gear ratio 8.75 to 1. Model K101, worm drive full floating, with gear ratio 10 to 1.

- RADIUS ROD-Drive in all models through radius rod from rear axle to frame.
- FRAME-Model K16 pressed steel, re-inforced Model K41, K71 and K101, pressed open hearth steel, heat treated.
- BRAKES—Model K16, external contracting for service, internal expanding for emergency. Models K41, K71 and K101 service and emergency both internal expanding, interchangeable brake rods on all models.
- WHEELS-Model K16 steel felloe with 12 interlocking wooden spokes. Models K41, K71 and K101 metal hollow spoke type.
- TIRES—Model K16, 34x5 non-skid cord pneumatics all around.
 K41, solid single, 36x4 front, 36x7 rear; Model K71, solid
 36x5 front, single 40x5 rear, dual. Model K101 solid,
 36x5 front single, 40x6 dual rears. Pneumatic tires for
 Model K41 and K71 supplied at extra cost.
- WHEELBASE—Model K16 132 inches. Model K41A 146 inches. K41B, 158 inches. Model K71A, 163 inches; K71B, 187 inches. Model K101A, 163 inches; K101B, 187 inches.
- MAXIMUM BODY LENGTH-Model K16, 100 inches; Model K41A, 11½ feet; K41B, 13½ feet; Model 71A, 16 feet; K71B, 18 feet; Model K101A, 14 feet; B, 18 feet.
- ROAD CLEARANCE—Rear axle—Model K16—8¼ inches; Model K41, 9½ inches solid, pneumatic 12 inches; Model K71, 10½ solid, pneumatic 12¾ in. Model K101, 9¾ solid.
- TURNING RADIUS-Model K16-23 feet. Model K41A, 28½ feet; Model K41B, 31 feet; Model K71A, 27½ feet; K71B, 35 feet; Model K101A, 27½ feet; K101B, 35 feet.
- WEIGHT OF CHASSIS—Model K16, 3,250 pounds. Model K41A, 5,245 pounds. Model K41B, 5,285 pounds. Model K71A, 7,945 pounds. Model K71B, 8,070 pounds; Model K101A, 8,645 pounds. Model K101B, 8,770 pounds.
- CONTROLS—Left hand steering and center control. Spark and throttle levers located on segment with connections outside of steering column. Foot throttle operated by driver's right foot. Ignition and light switches, oil gauge, ammeter and choker throttle located in instrument case on dash.
- EQUIPMENT—Electric head lamps, electric tail lamp, generator, storage battery, on all models. Electric starter standard equipment on Model K16 and supplied at extra cost on other models. Horn, tool kit and jack.

1:

General Motors Truck Company

Division of General Motors Corporation PONTIAC, MICHIGAN

GENERAL MOTORS TRUCK COMPANY K Series Models

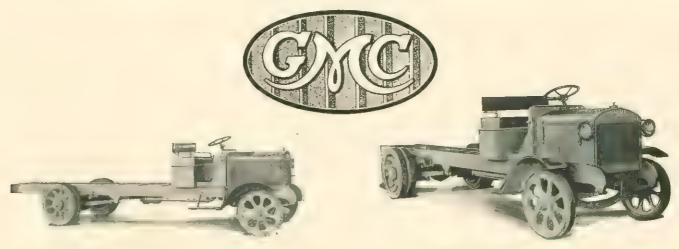


Model K-16 1 Ton \$1,295
This model is the successor to the famous Model 16, GMC, which was adopted as the standard 3/4 ton motor truck for the U. S. Army, and which served as the ambulance chassis in France.



Model K-41 2 Ton \$2,375

Because of the GMC 2-range transmission, this 2-ton truck operates at a governed road speed of 18 miles an hour on solid tires or 24 miles an hour on pneumatic tires.



Model K-71 3½ Ton \$3,600

This 3½-ton truck develops 66.92 per cent more gear reduction in low gear and 22.3 more speed in direct drive than is averaged by five other leading 3½-ton trucks.

Model K-101 5 Ton \$3,950
This 5-ton model for heavy duty service has a gear reduction of 86 to 1 in low speed of the low range. This is nearly 50% more than the average of trucks of the same capacity.

Prices quoted are for Chassis only, at the factory;

Tax to be added

General Motors Truck Company

Division of General Motors Corporation PONTIAC, MICHIGAN

GRAMM-PIONEER 4-TON TRUCK SPECIFICATIONS

RADIATOR—Gramm-Pioneer cast tank and tubular (all copper) type with rear shroud. Very efficient.

RADIATOR SHUTTER manually controlled from driver's seat.

MOTOMETER-to indicate temperature of engine. Radiator attached to frame with springs.

RADIATOR GUARD—of exceptionally rugged construction fastened to frame independent of radiator,

MOTOR—Liberty Truck type, most efficient, highest quality power plant known. 4 cylinder with removable heads in pairs, cast en bloc, 3 point suspension, L head with enclosed valves, extra large water jackets, 4½ in. bore, 5½ in. stroke. Brake H.P. 50.

COOLING SYSTEM-Centrifugal pump.

LUBRICATION-Constant pressure by gear driven pump.

CARBURETOR—Stromberg 1½ heated by hot air from exhaust pipe and hot-spot manifold. 2 adjustments.

GOVERNOR-Built integral with motor, fly-ball type.

IGNITION-Eisemann dual. Manually operated spark control.

FAN-Diameter 18 in. driven by 2 in. flat belt with eccentric adjustment.

GASOLINE SUPPLY—Gravity feed operating through Gramm's patent fuel economizer. 30 gal. tank under seat with outside gauge and filler pipe.

STARTING MOTOR-North East (extra).

LIGHTING—Electric. North East generator and Exide heavy truck type battery. Two side lights with dimmers and non-glare lenses. Instrument board light, bull's eye tail light, recessed and protected in frame.

STEERING GEAR—Ross, fore and aft steer, worm and nut type. 22 in. wheel—very staunch and easy handling.

CLUTCH—Gramm-Pioneer multiple disc, dry plate, with compression spring, fully enclosed in unit with engine. Oilers with pipes leading to clutch throw-out and pilot hearings mounted on control in plain view of driver.

CONTROL-Center, with locking device, insuring against engaging two speeds at the same time.

TRANSMISSION—4 speeds forward, 1 reverse. Gramm-Pioneer patent, located amidships. Positive jaw clutch type, gears assembled on a six splined shaft and always in mesh. No pins, studs or screws used.

GEAR STRIPPING IMPOSSIBLE—Material in gears, jaws and shafts highest grade chrome nickel steel. Transmission 3-point suspension, with front third I-beam trunioned to frame side members. Rear suspension arms trunioned to ample pressed steel integral and deep gussetted cross members. O'l filler pipe extended to enable filling from

outside of frame. Transmission provided with pad to take "geared power take-off" for driving hydraulic hoist, power winch, etc. (B. A. Gramm's patent No. 1194994). Separate pad for power tire pump.

DRIVE.—Hotchkiss. Increases efficiency, eliminates crystallization of axles and frames, cuts down spring breakage and other repair bills.

PROPELLOR SHAFTS-GP flexible disc type 2-bolt construction universal joints. No lubrication required. Front, 8 in. dia.; rear, 10 in. dia.

FRONT AXLE—Twice heat treated I-beam drop forging, taper roller bearings in wheels. Big thrust bearing in yoke. Very easy steering.

REAR AXLE-Worm drive, semi-floating type. Extra large bearings-improved type of lubrication.

BRAKES—Service, 21x2¾ in. internal expanding; emergency, 21x2¾ in. internal expanding; both operating on rear wheels. All brakes equalized. Brake tumbler shafts operate in graphited oilless bushings requiring no attention.

SPRINGS—Front, 46x3; rear, 62x3½; semi-elliptic, cupped type to prevent slipping, all leaves Chrome Vanadium steel. Second leaf full wrapped around driving eye. All springs have bronze bushed eyes and Gramm-Pioneer patented wick oilers in hardened and ground spring bolts instead of grease cups. Springs designed to carry flat under rated load. Rear shackles bronze bushed.

WHEELS—Cast metal. Insure greater tire mileage. Obviates loose spokes in dry sections.

TIRES-Front, 36x5 in. single. Rear, 40x5 in. dual; 40x10 in. single at extra cost.

FRAME—Semi-flexible construction. Highest grade pressed steel, 7½x3x½ in. channel, 36 in. wide. 5 cross members with integral gussets and heavy diagonal braces to avoid longitudinal stresses, "V" member in rear.

CAB-Gramm-Pioneer standard, with doors, storm curtains and exceptionally rugged metal ventilating windshield.

SHEET METAL PARTS-Fenders, pressed steel.

FENDER BRACES-Channel steel, Gramm-Pioneer design.

STEPS-Channel steel, Liberty Truck type.

HOOD—Extra heavy gauge with louvres in side. Hood hinges are separate riveted-in pattern. Hand grip hood clip, Liberty Truck type.

MISCELLANEOUS—Jack and tools furnished. Wheelbase, standard 156 in. Long standard, 174 in. Loading space, standard 144 in. Long standard, 180 in. Turning radius, 31 feet. Road clearance, 10% in. Chassis weight, 6900 lbs. Governed speed on high gear, 16½ M.P.H. with standard ratio, 15 M.P.H. with optional ratio. Low gear, 21½ M.P.H. both ratios. Body allowance 2,000 lbs.

Manufacturer reserves the right to alter specifications in the interest of improvement.

Pioneer Since 1901

"The Recognized Standard of Quality"

The Gramm-Bernstein Motor Truck Company LIMA, OHIO, U. S. A.

"THE RECOGNIZED STANDARD OF QUALITY"



One Ton Dump, Hand and Mechanically Operated.



Increase 2, 3, 31/2, 4 and 5-6 Ton Heavy Duty Dump. Me-chanically Operated. Your **Profits** Through



11/2, 2, 3, 81/2, 4 and 5-6 Ton Elevating Dump. Hand and Mechanically Operated.



"4 in 1" Elevating Dump, 11/2 and 2 Ton. Hand and Mechanically Operated.

With the coal and railroad strikes settled and empty coal bins yawning everywhere, there has come an insistent and increasing demand for winter coal.

Seasonable

Merchandising

This then is the time to interest owners of "wagon mines," wholesalers and retail yards, in suitable

Not only can more coal be delivered per day with Gramm-Pioneer trucks, but it can be hauled for less per ton than by team.

Also Gramm-Pioneer trucks will haul through heavy snow when horses cannot work at all.

Our line is complete with 1 to 6 ton capacities and can be promptly furnished with dump and elevating bodies, both hand and mechanically operated.

Also attention is called to our new eleven passenger char-a-banc at \$2,400 as an all season seller, for which right now there is an active demand.

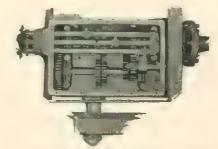
The Gramm-Pioneer line is thoroughly complete as to capacities and equipment, enabling the dealer to meet any demand.

It is "The Recognized Standard of Quality."

It is well advertised, attractively priced and easily sold at a profit.

Live dealers should get our proposition while it is available. Write us today.

Besides the service parts carried by our individual dealers, the specialized units used in Gramm-Pioneer trucks can be had promptly through over 100 general parts stations distributed throughout the country.



Gramm-Pioneer Trouble-proof Trans. missions are only costing all users an average of 32c per annum for upkeep.

The Gramm-Bernstein Motor Truck Company

LIMA, OHIO, U. S. A.

Pioneers Since 1901

HUPMOBILE SERIES R SPECIFICATIONS

BODY TYPES—Five-passenger touring; two-passenger roadster; two-passenger roadster-coupe; five-passenger sedan; fourpassenger coupe.

WHEELBASE-112 inches. Tread, 56 inches.

CYLINDERS—Four, cast en bloc, removable head; \$\frac{3}{4}\text{-inch} bore by 5\frac{5}{2}\text{-inch} stroke. Piston displacement 182\frac{1}{2} cubic inches.

STARTING AND LIGHTING—Two unit system. Automatic starter release.

IGNITION-Generator-battery type.

CARBURETOR-Adjustments for "idling" and economy.

GASOLINE SYSTEM-Vacuum feed. Fifteen-gallon tank, including two-gallon reserve.

COOLING-Thermo-syphon.

LUBRICATION—Pressure system direct to bearings. Gear pump driven from camshaft,

CLUTCH-Dry disc type. Seven steel plates, fabric faced.

TRANSMISSION—Selective type. Three speeds forward and one reverse. Unit with motor.

REAR AXLE-Three-quarter floating type. Spiral bevel gears.

STEERING—Screw and half-nut type; semi-irreversible. 18inch wheel. BRAKES-Two sets, emergency and service, on rear wheels.

SPRINGS—Semi-elliptic; front, 261/2 inches long; rear, 511/2

TIRES-32 x 4 inches, straight side "all-weather" cord.

WEIGHTS—Approximate: touring 2590 pounds; roadster 2490 pounds; roadster-coupe 2600 pounds; sedan 2965 pounds; coupe 2745 pounds; fully equipped ready for shipping (does not include oil, water and gasoline.)

WHEELS-Wood. (Wire or disc wheels at extra cost.)

RIMS-Five; demountable.

COLOR-Hupmobile blue body. Black hood, fenders and running gear.

UPHOLSTERY—Genuine leather—Scdan and Coupe: high grade fabrics—with very deep back and cushion springs.

STANDARD EQUIPMENT—In addition to above includes windshield with cleaner; head, rear, and instrument board lights, non-glare lenses; gasoline gauge; oil pressure gauge; horn; speedometer; ammeter; tire carrier; grease gun; pump; jack; set of tools. Touring and roadster have top with plate glass back window.

SPECIAL EQUIPMENT—For sedan and coupe; Windshield visor, car heater, rebound snubbers, step plates, rubber pedal pads.

Sedan has robe rail, foot rests and dome light. Corner lights in coupe and dome light in roadster-coupe.

To protect ourselves in our constant endeavor to make the Hupmobile even better than it is, we reserve the right to change specifications and prices without notice, or to use equipment other than that specified.

Hupp Motor Car Corporation

DETROIT, MICHIGAN

Jackson

Racine

Windsor



Touring Car \$1150
Seating five passengers comfortably. The car of the American family.



Roadster \$1150
For two persons, desiring smartness and chumminess in a car-



Roadster-Coupe \$1335

Ideal for business usage, having sufficient carrying space for samples, etc.



Coupe \$1635
Preferred by women drivers for its beauty and comfort.



Sedan \$1785
A car of quality and refinement, with full five passenger capacity.

Prices f. o. b. Detroit Revenue tax extra

Hupmobile

PACKARD SPECIFICATIONS

SINGLE-SIX

Packard Single-Six cars are made in eight models and two wheelbase lengths. Chassis specifications are practically the same for all models.

MOTOR-6 cylinders, cast en bloc. 3-point suspension.

CYLINDERS-L-head type. Bore 31/4 inches. Stroke 5 inches.

HORSEPOWER-S. A. E. rating 27.34. Block test shows over 54.

CRANK SHAFT-7 bearings to insure rigidity.

IGNITION-Generator, battery and Packard-Delco distributor.

SPRINGS—Semi-elliptic front and rear. Front 38 inches long, 2 inches wide. Rear 54 inches long, 21/4 inches wide.

BRAKES-Internal emergency and external service. 14-inch drums.

STARTING AND LIGHTING-Atwater-Kent.

WHEELBASE-126-inch and 133-inch.

TIRES-Cord, 33x41/2 inches, rib treat front and non-skid rear.

PAINTING-Open models: Packard Town Car blue, medium, striped with gold. Enclosed models: Above belt, black. Below belt, standard Packard blue, striped with gold.

TWIN-SIX

Packard Twin-Six cars are made in eight models, all on one wheelbase. Chassis specifications are practically the same for all models.

MOTOR—"V" type, 12 cylinders, arranged in blocks of 6 at an angle of 60 degrees, four-point suspension.

CYLINDERS-"L" head type, bore \$ inches, stroke 5 inches.

HORSEPOWER—43.2 S. A. E. rating. Block test, actually develops over 75 H.P.

IGNITION-Generator, battery and Packard-Delco distributor.

BRAKES—Internal emergency and external service brakes on 17 inch decems. WHEELBASE-136 inches.

STARTING AND LIGHTING-Packard-Bijur.

SPRINGS—Semi-elliptic, front 41 inches long and 21/4 inches wide. Rear, semi-elliptic, 60 inches long and 3 inches wide.

TIRES-35 x 5 inch, cord.

PAINTING—Open models: Standard Packard blue, striped with black. Enclosed models: Standard Packard blue, striped with cream yellow.

TRUCKS

Packard trucks are made in four models, ranging in capacity from 4,000 to 15,000 pounds.

MOTOR-4-cylinder, of Packard design and manufacture. 3-point suspension.

CARBURETOR—Special Packard design. Intakes equipped with "shut-offs" to facilitate starting in cold weather.

SPEED GOVERNOR—Centrifugal governor limits maximum truck speed. Sealed to prevent tampering.

LUBRICATION—Gear driven pump supplies oil under prossure.

IGNITION-High tension magneto, with battery for starting.

SPRINGS—Semi-elliptic, front and rear. Sizes variable with capacity ratings.

BRAKES—Service brake operates on drum at rear of transmission. Hand brakes are mounted on rear wheels.

STEERING-Worm and wheel type. Readily accessible and easily adjusted.

FINAL DRIVE—Work drive, of Packard design and manufacture. Provision is made for the constant lubrication of all bearings.

FRAME—Rolled steel channel section with tubular cross members, reinforced by gusset plates and angle irons.

NOTE-The right is reserved by the Packard Motor Car Company to make changes and improvements at will without incurring the obligation to install same on cars previously sold.

Packard Motor Car Company

DETROIT, MICHIGAN

PACKARD MOTOR CAR COMPANY TWIN-SIX SINGLE-SIX TRUCK



7-Pass. Single-Six Touring \$2,685
Upholstered completely in rich black leather. Comfortable auxiliary seats for two passengers. Nickeled head lamps and radiator of new Packard design.



Twin-Six Special Touring \$4,100

A Twin-Six car individualized by the addition of heavy nickel equipment. Embodies all regular Twin-Six features. Seats seven passengers.



4-Pass. Single-Six Coupe \$3,175
One of the most spacious cars of its type on the market.
Upholstered in smartly tailored cloth. Heavy plate glass doors and windows. Generous luggage space.



Twin-Six Standard Touring \$3,850

A famous example of Packard quality. Seats seven passengers. Upholstered in heavy, long-grained leather. Individually tailored curtains.



7-Pass. Single-Six Sedan
A closed car of unusual beauty. Wide plate glass windows. Windshield and interior fittings, such as door handles, dome lights, robe rail, etc., of exclusive new design.



Model ED Truck \$4,100 Capacity 7,000 to 9,000 pounds, depending upon operating conditions. Powerful, dependable, long-lived, and economical in upkeep. Electric lights, standard.

Packard Motor Car Company

DETROIT, MICHIGAN

STEWART MOTOR CORPORATION SPECIFICATIONS OF 1922 MODELS THE UTILITY WAGON

- MOTOR—Buda four cylinder monobloc, hot spot manifold, unusually economical, efficient and powerful. Bore and stroke 3½ x 5½ in. Horsepower, 21.03 S. A. E., actual horsepower 30 to 35. Three bearing crankshaft.
- LUBRICATING SYSTEM—Full force pressure feed to all crankshaft, camshaft bearings and connecting rod bearings. Oil pressure gauge located on dash, telltale oil level gauge in crankcase.
- CARBURETOR—Zenith automatic with dash starting adjustment; throttle controlled by foot accelerator. Also hand throttle on steering column.
- STARTING AND LIGHTING—Remy generator direct driven from timing gears, 111 ampere hour storage battery. Headlights fitted with legal lenses and dimmers, electric tail light.
- IGNITION—Remy battery ignition with high tension coil and engine driven distributor. Eiseman magneto optional, \$25.00 extra.
- COOLING SYSTEM—Cast tank, armored type radiator, water pump circulation, 18 in. steel blade fan, driven by 1½ in. flat leather belt.
- TRANSMISSION—Selective aliding gear with three speeds forward and one reverse. Unit power plant type bolted direct to engine. All gears 3½% nickel steel, heat treated, mounted on annular ball bearings. Center control with lever operating in ball and socket.
- CLUTCH-Three plate dry disc, raybestos on steel.
- STEERING GEAR—Screw and nut type, springs in connecting link to front axle for absorbing road shocks.
- PROPELLOR SHAFT—Mechanical joint type having two Spicer joints which are enclosed in oil tight pressed steel housings. Drive shaft 2 in. outside diameter. The construction of this shaft provides for a 1 in. plus and minus slip as a take-up for spring action.
- FRONT AXLE-Drop forged "I" beam section, height 21/4 in.

Model 15 Maximum Load 3,000 lbs.

Latest Model 4 cylinder L-head type motor, 3 bearing crankshaft, Remy battery ignition, starting and lighting; Zenith carburetor; cast tank, armored type radiator; selective sliding gear type transmission; multiple disc clutch with automatic adjustment for wear; unusually strong front and rear axles; internal gear drive; rigidly braced frame, front member being easily removed; full accessory equipment. Alemite high pressure chassis lubricating system throughout. Wheel base 130 inches; fread 56 inches. Finish Stewart Red; fenders and running board black enamel.

Model 7x Maximum Load 6,000 lbs.

Horsepower 29 S. A. E., 3 point suspension unit power plant 4 cylinder L head cast in bloc motor, 4½ bore x 5½ stroke; three hearing crankshaft, force feed lubrication; ignition, high tension magneto with variable spark; automatic engine driven governor, solid straight line drive shaft; total gear ratios—Low, 43.2 to 1; second, 27 to 1; third, 14.1 to 1; high, 9 to 1; reverse, 58.5 to 1. Highest grade internal gear drive power is transmitted through live nickel steel shaft and gears. Frame designed for 11 and 12 foot bodies; full equipment; special long wheel base of 174 inches at small additional cost; finish Stewart red.

- and width 1¾ in. Heavy spindles and unusually large taper roller bearings.
- REAR AXLE-Clark high grade internal gear type, noted for strength, efficiency and quietness.
- SERVICE BRAKE—External contracting type mounted on rear wheels, controlled by foot pedal. Drums 14 in. in diameter —bands Raybestos lined.
- EMERGENCY BRAKE-External contracting type, mounted in rear of transmission, supported from cross member, controlled by hand lever-band Raybestos lined.
- SPRINGS—Semi-elliptic front and rear with full length rebound plate, equipped with bronze bushings. Front springs 37% in. long; rear springs 50 in. long. Alloy steel both front and rear.
- $\begin{tabular}{lll} FRAME-Pressed steel channel section, side rails 3-16 in. stock, \\ depth side rails 4% in. Three cross members gusseted. \\ \end{tabular}$
- WHEELS-Front and rear wheels artillery type. Twelve spokes in front, fourteen in rear.
- TIRES—Pneumatic, 34 x 4½ in. non-skid cord front and rear—demountable rims. 35 x 5 in., special equipment, \$38.00 extra.
- WHEELBASE-128 in. Tread 56 in.
- GASOLINE TANK--Made of 18 gauge steel, terne coated inside and out, preventing rust. Round double lapped seams. Capacity approximately 14 gallons.
- TOE BOARDS-Corrugated hard wood.
- CAPACITY-For loads of 500 to 2,500 lbs.
- FINISH—Chassis, running gear Stewart red; mud-guards black; hood, radiator and cowl, Napier green. All standard bodies Napier green, gold bronze striping.
- EQUIPMENT-Electric horn, electric lights, electric starter, full set of tools, pump, front bumper. Extra rim.
- CHASSIS LUBRICATION-Alemite system.

Model 9 Maximum Load 4,000 lbs.

Horsepower 22-50 S. A. E. Four cylinder L-head type motor, I bearing crankshaft; constant level oiling system maintained by plunger pump; unit type power plant; three point suspension; Remy battery ignition with high tension coil and engine driven distributor (magneto optional, \$25 extra); Remy lighting system; (electric starting optional at added cost of \$40); Zenith carburetor; water circulation thermo-syphon; internal gear drive delivering more than 90% of the engine's power to the rear wheels. Frame suitable for ten-foot bodies; full accessory equipment; chassis painted standard Stewart red, fenders and running boards black.

Model 10x Maximum Load 8,000 lbs.

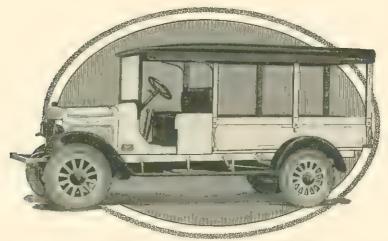
Horsepower 32.4 S. A. E., 4 cylinder L-head cast in bloc, three point suspension, high tension magneto, automatic hall type governor. Total gear ratios—Low, 43 to 1; second, 30 to 1; third, 16 to 1; high, 10 to 1; reverse, 65 to 1. Internal gear drive; frame suitable for 12 foot bodies; steel wheels; oilless bushings on countershaft; extra large brakes. Alemite lubricating system; worm and nut type, steering gear; wheel base 165 inches; special long wheel base 185 inches at nominal extra cost; tread, front, 58 inches, rear, 70 inches. Full equipment. Finish Stewart red, fenders and running boards black.

All Prices f. o. b. Buffalo, N. Y.

Stewart Motor Corporation

BUFFALO, N. Y.

Stewart Motor Corporation's 1922 Models



The "Utility Wagon"-Chassis \$1,245 F.O.B. Buffalo



Model 15 Chassis—Price \$1,445 Maximum Load 3,000 Lbs.



Model 9 Standard Chassis—Price \$1,790 Maximum Load 4,000 Lbs.



Model 7x Chassis—Price \$2,390 Maximum Load 6,000 Lbs.



Model 10x Chassis—Price \$3,190 Maximum Load 8,000 Lbs.

Write for interesting literature

Stewart Motor Corporation

BUFFALO, N. Y.

To the Dealer

How many times have you lost the sale of a car or truck, when, in reply to your prospect's question to some dealer or garage man, "What do you think of this or that car or truck?" the answer has been: "It's a bunch of junk." Our investigation has shown that in 90 per cent of the cases where this answer has been made, it is because of lack of knowledge regarding that particular car or truck. It is safer to knock when you don't know, and for some reason or other, the human mind hates to acknowledge it doesn't know.

This Department is for the purpose of correcting that condition. It will be enlarged from month to month with the view of educating not only dealers in cars and trucks, but every garage, service station, and in fact, every type of firm in the automobile industry, to a knowledge of what the different cars and trucks look like and as to what they are made up of. This will produce for you, instead of knockers, unpaid salesmen, who will many times become more enthusiastic selling your product than those you pay.

If the car you are handling is not represented here you are losing a big bet, and we ask your cooperation to help us make your manufacturer see the value of having his goods displayed in this Department.

MOTOR RECORD, because of its specifications on cars, trucks and tractors, and its replacement data on all cars and trucks back to 1915, is consulted more frequently than any other paper in the field and it costs less to be represented here than elsewhere.

If you have found MOTOR RECORD valuable, tell your manufacturer so; he will be glad to know, for he wants to spend his money for advertising to the best advantage, and your voice will go a lot further than ours, for he knows you are unbiased.

The Ferguson Publishing Co.
90 West Street New York

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Technical Specifications of Tractors

ABBREVIATIONS: TYPE—2-w., Two-wheel; 3-w., Three-Wheel; Greepr., Creeper; c or w., either tracts or wheels furnished; DRIVEN BY—rw., Rear Wheel; in-d., Rear. Wheel Single; rw-d., Rear. Wheel Single; rw-d., Rear. Kerm. Kermath; Hefre, Hercules; Watek, Watekelas, Bulf. Barfalo; H-Sobil. Herschel Spillman; Twn Civ., Twin Civ., Atto., Automato; Refr., Hercules; Wishel Single; How., Mide-Weel; L., Loricomato; Rear., Kermath; Hefre, Hercules; Watek, Watekel Strick, Mide-Weel; L., Loricomato; Rear., Remainst, Hefre, Hercules; Donalden: COLING STYSEM—D., pump; t-s., Thermo Spinhon, MAKE OF CARBURETOR—Kings., Kingston; Scheb., Scheber; Buck., Buckeye; Strong-Berg, MAKE OF AIR CLEANER—Donald. Donalden: Colling Strong-Berg, Make OF GARBURETOR—Kings., Bill Spinhon, Scheber; Buck., Buckeye; Strong-Berg, MAKE OF AIR CLEANER—Donald. Kingston; Type OF UUBRICATION—I, Force Red., Spinhon; Spinhon, Make OF Real. Strong-Berg, Berg, Brite; Buck., Spinhon; Type OF CLUTCH—Co-bud. Contracting Early of apparent of the Spinhon; Type OF TRANSMISSION—Inc., Milliple Disc; ext. co., External Contracting Bad; exp. sh., Espanhon Spinhon, Make OF REARMISSION—Inc., Milliple Disc; ext. co., External Contracting Cuern. Cuerner, Care., Spinhon; Type OF TRANSMISSION—Inc., Milliple Disc; ext. co., External Contracting Cuern. Care., Spinhon, Spinhon, Make OF REARMINGS—Hy., Hvatt; Tim, Timken; Cuern., Gurney, Rev., Spun and Bevel; Make OF BEARINGS—Hy., Hvatt; Tim, Timken; Guern., Gurney, New Dep., New Departurer et Sall, Spinhon, Spinhon,

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The Most Prosperous Battery Dealers



That Vesta dealers are the most prosperous group of battery dealers in the country is generally admitted. There are several reasons for this: first, the Vesta Mutual Profit Plan that protects dealers and points the way to larger profits; secondly, the high quality of the battery; finally, the fact that the battery is well advertised

and sells readily. There are now 3,500 Vesta Service Stations—all making money. More are to be added. If you are interested in the Vesta Mutual Profit Plan, send a photograph of your Service Station, a brief history of yourself and your experience, and we will send you the plan in detail.

> VESTA BATTERY CORPORATION 2100 Indiana Avenue · Chicago

BRANCH HOUSE SUBSIDIARIES:

VESTA ELECTRIC & SUPPLY CO. Atlanta, Ga.

VESTA NEW ENGLAND BATTERY CO., Boston, Mass. VESTA BATTERY SALES CO. Cleveland, Ohio

VESTA KANSAS CITY BATTERY CO., Kansas City, Mo. VESTA PACIFIC BATTERY CO. Los Angeles, Calif.

VESTA STORAGE BATTERY CO. New York City

VESTA OMAHA BATTERY CO. Omaha, Nebr.

VESTA PITTSBURGH BATTERY CO. Pittsburgh, Pa.

VESTA BATTERY & EQUIPMENT CO., St. Louis, Mo.

REINHARD BROS. CO., Inc. Minneapolis, Minn.

EQUIPMENT SERVICE CO. Denver, Colo.

J. P. SCHILLER CO. San Francisco, Calif.

AUTO EQUIPMENT CO. Salt Lake City, Utah

ESTA

STORAGE BATTERY Costs Less Per Month of Service

Replacement Data Tables

Storage Batteries

Electric System

Lamp Bulbs

Headlight Lenses

Revised Monthly

HOW TO USE THIS TABLE.—For Battery Replacements, look for the name of the car, find the serial number on that line under the name of the Battery desired, turn to the price list of storage batteries, look for the serial number, which will give you a description of the Battery with the price, F.O.B. Home Office.

BASE CONTACT—D. C. means Double Contact: S. C. means Single Contact.

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	15 15 16 18-17 18 18	Road Tour 8-80 6-44 8-80 644, 6-606, 65	A-L A-L Remy Remy	6280 6215	1110	5536 5631 5548	5901 5873 5805	6106	4124 4123	554 549 522 607	222 191 217 217 217	898 888 829 829	3416 3441 3423	3038 2987 3193	3699 3789 3791 3564 3564	60 02 26	1631 1639 1627 1641	429 430 458	4588 4581 4546 4546	2134 2179 2113 2012 2012	1518 1520 1506 1504 1504 1 504	5056 4958	4817 4816 4795 4795	51157 5357 5266 5266	SC SC	6-8 2 6-8 2 6-8 2	5 4 171 0 129 0 129	6-8	2 5 5 5	81	6-8 6 8 6 8 6-8	2 . 2 6 2 6 2 6	3	2 63
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Charter O'k Chase Chevrolet	17	A-B 0-172, 173	A:L	6244 6244	1316	5505	5829 5847 5901	6106	4007	549	218 217	831	3428	3072 3204	3578 3586 3693		1643 1639	480	4558	2029 2113	1510	4073	4798 4758		: :::		167	6-8	5		6-8	2 6		
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	18 18 19	FABG D-8 490 F, B, G, T	A-L A-L		1175	5547	5806	6106 6106	4071 4001	617 626 606	218	833 829	3437	3190	3616 3556	30	1643 1646	294	4547	2010 2106	1510 1504	5002 4955	4795	$5250 \mathrm{d}$	c 6-	14	124	6-8	5		6-8	2 6		2 64 2 64 2 64
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	16	4-40, 6-66, 8-50 8-60, 61, 62	Delco Delco	6242	1318	5585	5848	6106	4008		220 218		3408	3206 3203	3578	6	1643 1643	507	4570 4562	2034	1510	4974	1781	5320 2	6-8	20	129 129 129	6.9			3-4 3-4 3-4	2 6 2 6 2 6	1 3-4	2 62 2 61 2 62
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Pr'ncess . Pu lman.	16 17 15	D F Pull-Jr	Disco Apel	6314 6254	1147 1113 1279	5642 5504	5873	6106 4	157	567 522 575	235 217 197	908 979 914	3428	3157 2987 3046	3676	12	1653 1627 1669	370	4600 4509	2114 2124 2143	1527 1506 1535	5064 4973	4796 5 4835 5 4769 5 4873 5 4873 5 4795 5 4756 5 4756 5 4758 5 4758 5 4758 5 4758 5	224 B0	6-8 6-8	17 1 17 1	25 . 25 .	A 0	0 20	6-8	2	63 6-	-8 2	64
	16 17 15	Pull-Jr 424 Ser 1917	Apel Split	6205	1279	5655	594810	6156 6102 6106	139	575 606 527	1971	914		3046	3644	110 26	1669 1641 1627	442: 464 383	4547	2088 2014	535 1504	5103	4873 5 4795 5	362 sc 266 sc	6-8 6-8	17 1 17 1	25 65	6-8 6-8	2 63 2 63 5 81	6-8 6-8 6-8	2	63 6- 63 6-	8 2	63 63 63
R. C. H Regal	15 16 16	D Lt-4 Regal 8	Rush Dynet	6312	1189 1147 1147	5572 5642	5847 (5933 (5106 4 5133 4	1007	614 564	217 232	890 908	3470	3196 2989 3204 3014	3586 3713	5 79	1653 1653 1653	362 390	4558 4599	2143	1510 1594	4973 5082	4798 5 4834	275 do	6-8 12-1	24 1 6 30 1	70 42			6-8 12-16	3	63 6- 67 12-	16 3	64
R & V	17-18 20	J, 432	H-Sp	6203	1170 1318	5548	5833	6102 4	048	606 617	232 217 218	829	3423	3014 3069	3556 3514	26 34	1641	462 312		2088 2027 2027	504	4958	1774 5	224 80 266 80	6-8	20 1	42 29 .			12-16 6-8		67 12- 63 6-		91
Renault Rainer Tr.	17 18 17	D 0	*****	6311 6304	1147 1223	5665	5919	8132 4	083	576 629	237 237	831 841	3465	3004 3222	3724 3532			396	1614 1596	2216 2216		5082	1841 5 1858 5	228			- ·							
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1	16-17-18 16	3 Ton AB	Bosch	6311	1138	5535 5649	5885 5938	5113 4 5133 4	168		224 223	896 912	3413 3401	3003 3014	3702 3744	21 82	627 629 655	4	517 596	$2136 1 \\ 2216 $	518	5082	758 5: 1762 5: 5:	221 .						****				
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Caz	Year	Model	Electric System	Ray	U.S. L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia G	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Witherbee	Cincinnati	Marko	Heissler	Base Contact	Volta	C. P. Mazda No.	Volts	C. P.	Mazda No.	Volts	Masda No.	Volts	C P. Mazda No.
Scoville.	18	H & A H & A Tr HA	Delco Delco	6244 6201	1110 1300	5505 5555	5873 5901	6126 6106 6102	4000	549 609		886 829	3446 3428	3037 2987	3791 3674 3500	12 25	1641 1639 1627	362 429	4504 4550	2113 2011	1516 1504	5056 4973 4953	4755 4795	5210	se	6-8	20 129				6-8	2 6	6-8	2 63
Scripps-	20 21 15 16 16-17 18	B D P C -4 C -4, D-8 D	Delco Bijur West West	6201 6313 6215 6215	1301 1144 1170 1170 1307	5644 5545 5545 5545 5572	5838 5933 5833 5838 5838	6133 6102 6102 6102 6102	4001 4078 4002 4002 4002	565 512 512 511 511	230 217 217 217 215	908 829 829 829 818	3421 3469 3423 3423	3009 3193 3193 3066 3169	3500 3706 3564 3564	78 26 26 26	1653 1641 1641 1641	464 454 458 458	4594 4546 4546 4546 4546	2010 2011 2141 2012 2012	1504 1527 4450 1504 1504 1504	4971 5062 4958 4955	4836 4795 4795 4795	5224 5266 5266 5270	sc 2	6-8 2-162 12-16	21 129 11 411 21 141 20 129	2-16 12-16		891 2 89 1 81 81	6-8 2-16 2-16 6-8 6-8 6-8	4 63	6-8 2-16 12-16 6-8 6-8	2 64 3 67 3 67 2 63 2 63 2 63
Seagrave	20 21 15 16 15-16 17 18 19-20 14-15	BA, 40 B-39 F F T T, T, S F, T, S All 48, 49	Remy Remy West West West West West	6245 6254 6254 6254	1293 1293 1293 1293 1161 1161 1346 1290			6130 6130 6130 6147 6143	4018 4018 4018 4018 4088 4088	545 585 585 585	215	902 902 902	3467	3108 3162	3597 3764 3735 3765 3735 3735 3735	72 87	1651 1651 1651	414 403 414 403	4609 4647	2005 2005 2152 2012	1510 1545 1545 1545	5019 5019 5019 5096 5096	4825 4825 4825 4825 4825	5327 5327		6-8	21 129				6-8	4 6		2 64
Seneca	20 17	A		6215	1335	5548	5833	6102	4017 4002 4002	512	215			ins	3564 3500	26	1641	203	4546 4550	2049 2012 2011		4958 4953	4795 4793	5268 5268	46	6-8	20 129	6-8	2	63	6-8	2 6	6-8	2 46
Service Shadwick Signal	18 19 20 17 17 19 20 17 18 18	A H 220, 230, 240 275, 300 78, 101 76, 101 F H	Al-C Al-C West West	6212 6273 6273 6274 6294	1300 1300 1301 1213 1350	5556 5605	5801 5833	6102 6102 6106 6109 6130	4002 4002 4159 4159	511 511				3117 3117 3117 3249 3249	3567 3681 3681 3819 3819 3514	26 26	1627		4506 4506 4645 4552	2078 2011 2012 2202 2205	1504	4953 5001		5276	80	6-8	20 129	6-8	2	63	6-8	2 6	6-8	2 64
Simplex	18 18 18 17 14 15 16 17	M R A-2, B-2, D S'plex E Crane S-5	Rush Rush Rush	6296	1135 1268 1135 1232 1232	5631 5536 5670	5901 5886 5886 5921	6126 6113 6113	2002	555 555 555 555	222 222 239	863 863	3446 3446 3446	3004 3004 3004 3174	3819 3699 3789 3699 3699	20 66 20 89	1631 1639 1631 1631 1631 1661 1637	502	4515 4588 4515 4513 4603	2176	1518 1520 1518 1533	5027 5057 5027 5087	4815	5355			27 172 27 172 ci al 30 143	6-8 6-8 6-8 12-10	5756	81	3-4 3-4 3-4 6-8	2 6 2 6 2 6 2 6	3-4	
Singer	15-16 17-18-19 20 21	17-18	West West	6243 6242 6203	1317 1341	5625 5584 5534	5841 5865	6106	4117 4005	534 617		831	3427 3427	3203	3780 3514 3569	4	1643	478	4560 4637	2028 2056	1510 1518		4797	5275	80	6-8	18 12		5	81	6-8	2 6	6-8	2 64
Spaulding. Speedwell. Sphinx. Spoerer	15-16 15	H I B-16	Ad-B West Apel	6296	1286 1135 1247	5602	5886	6113	4134	55s		896	3411	3004 3142 3116 3003	3660	104		381			1578 1518 1530				de	18-24 6-8 12-16 6-8 6-8	22 186 20 136 21 14 20 136 20 136	18-24 6-8 12-10	5 6	82 90 82	18-24 6-8 12-16 6-8 6-8	3 7 5 8 5 8 5 8	8 6-8	3 74 2 62 2 64 2 60
States Standard	17 15 16 17 17 17 18 19	B 6 F-8 F-8 F-C	West West West Apel West	6280 6279 6243 6242	11131 1338 1338	5531 5604 5605	5883 5865 5862	6110 6102 6111	4168 4125 4048 4162 4063 4063 4072 4023 4023	531 542 624 624	217 225 225 227 227 222 222	886 886 886 893 835	3402 3428 3435	2987 2992 2995 2987	3548 3674 3685 3696 3528	12 13 13 17 46 46		362 364 364 301	4504 4509 4513 4513 4576			4973 4991 4972 4972 5015	4755 4767 4768 4768 4768 4802	5266 5210 5202 5290 5290	BC BC BC CC	6-8 6-8 6-8 6-8	20 16 20 16 20 12 20 13	6-8 6-8 6-8	5 5 5	81 81	3-4 3-4 6-8 6-8	2 6 2 6 2 6 2 6	3-4 6-8 4 6-8	2 62 2 61 2 63 2 64
Spacke Stanley	20 15 16 18 18 19	8-20 735 736 736	Remy	6273 6273 6201	1122 1122 1300	5555	5841 5841 5801 5801	6106 6106 6102 6102	4159	609	215 215 215 215 215	825	3418 3421 3421	311 311 3190	7 3681 3681 3500	25	1627 1627 1641 1641	461	4506 4506 4550 4551 4551 4551	2011 2011 2011 2010 2010	1510 1510 1510 1510	4953 4953			de de de de se se	6-8 6-8 6-8	20 12 20 13 20 13 20 13 20 13 20 13	6-8 6-8 6-8 6-8	5 5 5 2	82 82 82 82 82	6-8 6-8 6-8 6-8 6-8	2 6 2 6 2 6 2 6 2 6	6-8 6-8 6-8 6-8 6-8	2 64 2 64 2 64 2 64 2 64
Stearns	14-15 14-15 15 16-17-18 18 17 19	SK-4 SK-8 SKL-4 SKL-4 SKL-4 SK-8	G-D G-D West G-D West	6325	1242	5680	5929	6140	4035	530 634	220 225 225 242 242 242		040		3505 3757 3765 3605 3652 3658 2 3658	32	1647 1651 1644 1643 1664 1664	414 499 474 501 504	4568 4618 4617 4608 4649	2005 2074 2074 2070	1522 1511 1538 1538 1544 1544	5019 4991 5083 5079 5092 5092	4825 4852 4807 4852 4854 4854	5327 5250 5260 5261 5262 5226	80 80 80 80 80 80	6-8 2-16 12-16 12-16	17 16 17 16 17 16 17 16 21 14 30 14 30 14	6 6-8 6-8 6 6-8 1 12-1 1 12-1		81 81 81 89 89 89	6-8 6-8 6-8 12-16 12-16 12-16	3 6	3 6-8 3 6-8 3 6-8	3 67 67
Stearns-Kr Stephens.	15	Lt-4 SkL-4 74, 76, 82 70	West G-D West	6323	1172			6108	4000	634 530	242			323	3500		1041	296	4550	2109 2074	1511			5283	BC .	12-16	20 14 17 16 21 14	12-1	5 4	81	3-4 12-16 3-4	2 6	1 3-4 7 12-1	2 61
Sterling Stevens- Duryes	19-20 16	80 1916 D-6	West A-L A-L Del	6300	1319 1178 1268	5584 55547 5634	5903	610	4000 4000 4048 4177 4179	558	218	831	3449	306	3556 3556 3812	76	1641	434	4550 4591 4627	2011 2011 2165	1521	4953 4955 4997	4828	5268 5266 5334	90	6-8	20 12 20 12 17 16	6-8	5	81	6-8	2 6	3 6-8 3 6-8	2 63
Sterling Tr Stewart	19 20 15-16 17 19	E.	West	6203 6258	1 130	3 552	6 5889		4048	540		85 85 910	7 340	6 299	3556 3691	1 18	1629		4552	2011			4759	5215		6-8	20 12		2		6-8	2 6	3 6-8	2 63
Stewart Tr Stude- baker	20 15 16-17-18-1	EC, SD ED, SF-7, EG, EH, SH	Wag Wag	624		552		1	4001 4164 6 4003	1		1			350 369 8 351		i 1629		0 4511		151	5003				6-8	17 i 6		5	82 63	6-8	1 1	6-8 3 6-8	2 63
Stutz	20 14 15 15 15 16-17 18 18-19	21 21 E, F C E, F, C, R-4 M-6, 8, 9 G, S	Remy	629 629 629	8 113 6 113	5 563	1 588 588 588	612 612 613 611 6 611 6 611 610	6 4007 6 4006 6 4123 6 4123 3 4163 3 4169 2 4013	548 548 548 548 558 558 558	7 218 8 19: 8 19: 8 22: 5 22: 5 22:	8 83 2 89 2 89 2 89 2 89 2 89 2 89 82	1 340 8 344 8 344 6 6 341 9 343	8 7 303 7 303 300 . 300 1 300	8 351 351 7 379 7 379 4 379 4 369 4 369	4 3· 1 1 2 9 2· 9		29 43 9 43 1 38 1 38 1 38 38	6 4558 0 0 . 1 4589 1	9 218 218 218	7 151 152 152 0 151 0 151 5 151 , 151	0 4977 0 8 5056 8 8 5027	476 476 476 480	5357 5357 3 522 3 522 3 522	sc 7 de 7 de 1 de 1 de 1 de	6-8 6-8 6-8	20 12 20 13 20 13 20 13 20 13 20 13 20 13 20 13	9 6-8 0 6-8 0 6-8 0 6-8 0 6-8 0 6-8 0 6-8	25555555	63 82 82 82 82 82 82	6 8 6-8 6-8 6-8 6-8 6-8 6-8 6-8	2 6 2 6 2 6 2 6 2 6 2 6	3 6-8 4 4 4 6-8 4 6-8	2 63
Sun Templar	20 16-17 18 19	16, 17 445 475	G-D Rem Rem	626 624 624	6 133 4 111	5 0 550	586 5 587	2 610 3 610	9 401 6 415 6 405 6	7 623 7 523	25 21	8 83 5 88	3 343 6 342 . 342	6 8 298 7	7 367	4 1	162	30 7 36	2 462 2 450	7 204	9 151 3 150 151	6 5007 6 4973 0 4970	475	5210	. dc 0 sc 5 sc	6-8 6-8 6-8 6-8	20 13 20 12	0 6-8 9 6-8	5	82	6-8 6-8 6-8	2 6	6-8 3 6-8 3 6-8 3 6-8	2 64 2 63 2 63 2 63

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C	Von	16-3-3	System											Grid					9							Head		Sr	DB		Read	: 1	NSTR	UM.
Car	Year	Model	Electric Sys	Ray	U.S.L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Witherbee	Cincinnati	Marko	Heissler	Velta	C. P.	Masda No.	Volts		Volts	C.P.	Mazda No.	Volta	O. P.
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Ford Special Wins Pike's Peak Climb

Spectators were surprised to see a Ford special win the Penrose trophy for the fastest time in the fourth annual Pike's Peak hill climb. The car was in the less than 183 cu. in. displacement class. The time was 19 min. 50 4-5 sec.

William G. Brenner has been appointed a special representative of the Ohio Pattern Works & Foundry Co. to look after the company's interests in the Central States. Mr. Brenner has been connected with the J. J. Cooper Rubber Co. for about fifteen years. He succeeds H. P. "Happy" Rhodes.

Jordan "Blue Boy" Latest Offering

The "Blue Boy" in "Blue Devil" blue is the characteristic name of a new Jordan four passenger car, which went into production during August. The wheelbase of this model has lengthened to 124½ inches for sporty lowness and the car rides close to the ground. The cushions hug the floor. The general shape of the body is the same as the "Playboy" model as far back as the front seat. A slight curve has been added to the back of the front seat. The



JORDAN FOUR-PASSENGER "BLUE FOY" MODEL

rear of the body is low and does not have the sweeping curve on the back panel that is found in the touring car

The sides of the body are three-quarters of an inch lower than the touring body and because of the extra 4½ inches added to the wheelbase a liberal door

opening is provided.

Upholstery is in dark blue Morocco leather, put on without plaits. A roll is incorporated at the front edge of the cushions, furnishing a support for the knees. Seat cushions are very low, being set right on the floor with just enough pitch to make them unusually comfortable. Long curled hair and Marshall cushion and back spring add to their riding qualities. A heavy strap of tan leather with a distinctive nickel-plated brass buckle, and havy polished aluminum end brackets serves as a robe strap and adds greatly to the appearance of the interior. There is a wool carpet on the tonneau floor. The foot rest is all brass nickel-plated.

Running boards are covered with black ribbed rubber instead of the conventional linoleum and there are aluminum kick plates to protect the running board filler. The top is of the Golde type, with a polished rust proof frame, and natural wood finished bows. Top material is imported Burbank. Burbank side curtains and slip cover are standard equipment. Curtains and curtain rods are stored in the right front and rear doors, leaving the left rear door free for carrying odds and ends. The top is $2\frac{1}{2}$ inches lower

at the sides and 4 inches lower at the rear.

Tires are 32 x 4½ in.; cords, which are oversize for this model. The windshield is silvering quality, plate glass, of one piece construction like that used on the Jordan "Play Boy." There is a new type steering wheel with walnut spokes. Small spark and throttle control are mounted in a small space at the center of the wheel without the conventional aluminum sector.

There is a trunk rack on the rear with a rubber covered platform, and polished cast aluminum bars with blackened grooves. Additional aluminum bars to match are fastened on the back panel of the body. The trunk itself, which is furnished as standard equipment, is covered with black Fabricoid with locks and corner tips of brass, nickel-plated. This trunk

contains two good sized suit cases, with an additional space at the end to carry golf shoes, packages or other articles.

A gasoline gauge showing the exact number of gallons of gas in the tank is mounted on the side of the trunk carrier bracket, right near the filler. Small tools are carride in the left hand front door as on all Jordan models, and the larger tools are stored in a special box mounted on the left hand running board. This box is covered with the same material as the trunk on the rear of the body and has brass nickel-plated locks and corner tips.

Head lights are all brass nickel-plated and are of the new barrel type design. Bumpers are standard equipment front and rear, and there is nickel-plated windshield cleaner. The Blue Boy is listed at \$2,150

f. o. b. Cleveland.

New Indiana Speed Truck Announced

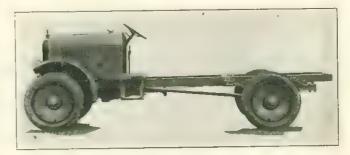
A new Indiana one-ton speed truck, known as the "Highway Express," will make its appearance on the market shortly, according to an announcement just made by the Indiana Truck Corp., Marion, Indiana.

This model will embody several new features in speed truck construction, it is announced. The new job has been under test on the road for several months, and the factory is preparing to swing into quantity production. The wheelbase is 132 in. and the price of the chassis \$1,425.

The rear axle is a spiral bevel drive, semi-floating type. The engine is a special Waukesha, built under the direct supervision of the company, with $3\frac{3}{4} \times 5\frac{1}{4}$ in. cylinders, and a three bearing crankshaft. The bearing dimensions are: Front, $2 \times 2\frac{1}{4}$ in.; rear, 2×3 in.; connecting rod bearing, $2 \times 2\frac{1}{4}$ in.; piston pin

bearing, 1×2 in.

The truck will be equipped with disc steel wheels, and 34 x 5 in. pneumatic tires, all around, and electric lights and starter, which will be standard equip-



INDIANA SPEED TRUCK CHASSIS

A special designed pressed steel frame is one of the features of the new speed truck. Some unique features in trussing and gusseting have been employed. The frame is of pressed steel construction 5 7/16 in.

deep, with 31/4 in. flange.

The spring construction is three-quarter eliptic, both front and rear, the principal feature of which is the arrangement of the leaves, and the elimination of all shackles and ground bolts, no lubrication being necessary. This type of spring is said to be especially advantageous for a speed truck, for it gives added protection to the load, and the drive is through the springs, and the driving strains are carried by a number of main plates instead of one main plate as in the conventional type.

Geo. W. Mason has been appointed works manager of the Maxwell Motor Corp.

A New Battery or An Old One?

Every car owner who prefers a new battery to an old one is on the side of bone-dry shipment and stocking of batteries, because the battery is kept brand new until prepared for active use.

Willard Threaded Rubber Insulation is the battery featurethatmakestruebone-dry battery shipment possible.

WILLARD STORAGE BATTERY COMPANY, Cleveland, Ohio Made in Canada by the Willard Storage Battery Co. of Canada, Limited, Toronto, Ontario

THREADED RUBBER BATTERY

List Price of Storage Batteries tor Cars From 1915 to 1921

REVISED MONTHLY

HOW TO USE THIS TABLE.—These prices are consumers prices of standard batteries, F.O.B. Home Office. Freight or express charges will have to be added. Weight of battery is given for this purpose. Look in Electrical Specifications Department for name and year and model of car: Find the serial number under the battery desired; look in this table for that serial number and you will find the battery that will fit that car. Be sure and give the type number and order, or part number, in ordering. Do not pay any attention to serial number, as that is created by us to enable you to find the right battery quickly. Prices here given are taken from the latest price lists we have been able to obtain from manufacturers, and will be submitted to manufacturers each month for revision. This compilation is for the benefit of the trade.

We have used every care to give the latest, authoritic information, but we do not guarantee the correctness of these prices and cannot be held liable for same.

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No.	MARKO BATTERY Excise Tax not included July 15th 1922	1 5 2 6	4	MARKO BATTERY Excise Tax not included July 15th 1922	errs Hra. at ur Rate	Wgt. Lus.	CINCINNATI BATTERY Tax Included January 1, 1922	res Hrs.	HEISSLER BATTERY Federal Tax Included Dec. 10th, 19:	Volts Ampere Hrs.	BATTERY Federal Tax Included	Volts Ampere Hrs. Weight Price
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New Engine Feature in Latest Franklin

The first showing of the latest six-cylinder Franklin, designated as Series 10, which is being made in all parts of the country, discloses the new engine about which many rumors have been current in

automobile circles for some time.

From a performance standpoint, power is the feature which shows the most noteworthy development in the new Franklin. In hill climbing, this greater power represents a 20 per cent. increase in ability and in speed, a 10 per cent. increase, tests made by the company show, without, however, involving any change in the size of the engine but registering in fact, a worth-

while reduction in fuel consumption.

From a design standpoint, Series 10 Franklin introduces some entirely new ideas in air-cooling which are the embodiment of work started by Franklin engineers as far back as 1915, it is stated. The cooling apparatus functioning on the new engine and called the pressure system, is said to have undergone tests on over a score of cars, and aggregating 500,000 miles, before its adoption. It develops a current of cooling air which is fully two and one half-times as

great as that of the former Franklin system.

The new cooling system takes the air in at the front of the engine and forces it over the cylinders. This is the direct opposite from the method formerly employed in which the air was drawn in by a fan set in the flywheel at the rear of the motor. A blower or fan of the Sirocco type is mounted at the forward end of the crankshaft and encased in an aluminum housing. The air forced in by the blower passes through a continuation of this aluminum housing, is carried over the upper ends of the cylinder jackets and down across the cooling fins which are set in the walls of the cylinders.

A change has been made in the cooling fins, the ends being bent at approximate right angles so that they form what practically amounts to a closed jacket about the cylinders through which the air is conducted. This does away with the use of the separate outer jacket as used in former models, affords greater cooling area and permits a reduction in the length of the fins themselves.

With the new pressure system of cooling, the air forced in by the blower is absolutely controlled by baffle plates placed in the aluminum passageway. already referred to, and this makes it possible to direct the necessary amount of air to those points where the greatest amount of heat is developed.

To make possible the most efficient use of the steadily lowering quality of gasoline now offered the motoring public, the new Franklin engine is equipped with what Franklin engineers term a fuel transformer. This device is in the shape of a cylindrical aluminum casting with corrugated walls surrounded by a heater jacket through which the exhaust gas of the engine is passed. Raw gasoline on its way to the inlet manifold is led through the interior of this transformer and subjected to heat which turns it into vapor. The device is so designed that it is impossible for anything except vapor to pass through it to the inlet manifold. "Heavy ends" in the gas which were not broken up or vaporized in their first passage through the transformer are trapped and returned to the bottom of the transformer, to be subjected once more to passage over the heated corrugated walls. This operation is repeated as many times as is necessary to produce the vapor. The deivce affords the Franklin a high degree of efficiency in the use of the

lowest grades of gasoline, in addition to preventing raw gasoline from being drawn into the cylinders and passing from there into the crank case to cause

dilution of the lubricating oil.

Certain factors contributing to smoothness and quietness of operation have been perfected, among which the use of Duralamin for connecting rods is an innovation. This new material, by cutting off 50 per cent. of the weight of corresponding steel parts, makes possible a considerable lightening of reciprocating parts, succeeding thereby in reducing

The double flywheel effect contributing further to the conteracting of vibration, results from the mounting of the Sirocco fan at the front end and the flywheel at the rear end of the crankshaft. The crankshaft itself, case-hardened by a process perfected last year by the Franklin Company, is made considerably shorter and of larger diameter than hereto-

fore; it is also mounted on seven bearings.

The introduction of the unit power plant in the latest Franklin, by maintaining perfect alignment between engine, clutch, and transmission, prevents strains and consequent irregularities, the result being apparent in even engine performance and quiet operation of the transmission gears. The standard S. A. E. shift has also been employed in the gear box and an adjustment has been put on the cluth pedal. By means of a Yale lock on the transmission, it is now possible to lock open cars either in neutral or in reverse position. Door locks are used to secure the enclosed cars.

Quiet operation of the two-unit lighting and starting system, North East equipment, is coupled also with quiet starter engagement secured by the Bendix drive operating on a steel gear on the flywheel. In the past Franklin has employed a single unit electrical system.

A novel arrangement introduced in the latest Franklin is an air cleaner by which dust is removed from all the air that enters the carburetor. This device is of a self-acting centrifugal type employing the same principle as a cream separator. Air is drawn in through the top and a whirling action of the vanes inside, set up by suction, throws all dirt

particles out through a separate passage.

Cold weather starting, according to Franklin experiments, can be readily effected with the new engine at tempreatures as low as low as twenty de-grees below zero. For this purpose Franklin employs the same type of electric vaporizer as heretofore, but with several refinements. The control of carburetor adjustments has been greatly simplified, as pressure of a magnetic button operates both the choke and vaporizer, and a T-handle regulates the

Chasis lubrication of the latest Franklin is by the Bowen-Empress system by means of which either oil or grease as required is forced into the connection under high pressure. There are only five grease connections on the entire car, including universal joints, and oil used for lubricating purposes as other points. Manipulation of the plunger in the oil gun builds up the desired amount of pressure and when the nipple of the gun is attached to the point to be oiled, the pressure is automatically released, resulting in flow of lubricant which flushes all old oil or grease and grit out of the bearings and replacing it with a fresh clean supply.

Improvements have been made which have in-

creased the effectiveness of the service brake 22 per cent. and that of the emergency brake 18 per cent.

Demountable rims which answer the company's requirements for light unsprung weight, have been made standard equipment on Series 10 in the form of the Rubsam wheel with the hollow steel felloe. This installation, according to Franklin engineers, leaves easy riding qualities unaffected. It is also claimed that the demountable rim feature is the most convenient yet devised.

From the standpoint of night driving, the Mirro-Tilt lights on the Franklin are interesting. Pressure on a button on the toe-board makes it possible for the rays to be projected a considerable distance ahead of normal position, so that the roadway is given ample illumination, especially under conditions of fast travel. Upon approach of a car from the opposite direction, release of the button restores

the rays to normal.

An item of convenience is the gearing of the tire pump to an idler in the transmission, engagement of which can be made by turning the shifter shaft by means of a screw driver. The tube is constantly attached to the pump and is coiled under the left front seat.

Riding qualities come in for improvement through the attachment of stabilators as recommended equipment. It is claimed for the device that recoil action and sidesway of the springs is controlled, while their soft action is preserved. Suppleness of the springs themselves is obtained through employment of the full-elliptic type as heretofore.

The latest Franklin is furnished in eight body types: touring, runabout, demi-sedan, demi-coupe, sedan, brougham, coupe and touring-limousine.

Earl Announces New Closed Model

A new closed car, to be known as the Earl cabriole, is now offered by Earl Motors, Inc., Jackson, Mich. While this new car is patterned after the brougham, and retains practically all of its refinements and comforts, its cost, owing to quantity production and careful planning, is materially reduced. The cabriole will list at \$1,395, f. o. b. Jackson.

The cabriole is essentially an all-weather car. In summer the plate glass rear quarter windows can be lowered, and the door windows manipulated instantly. The windshield is of the standard Earl one-piece construction, and swings either in or out, thereby affording ample ventilation. The especially designed rain and sun visor, which is standard equipment, gives the much-needed protection from rain and sun.

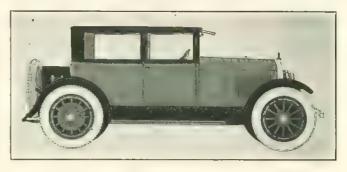
The upholstery is of genuine Spanish leather, in a rich grey tone, and the interior finish is of the same material. Other standard equipment includes dome light, winshield wiper, and complete set of tools.

The top and sides of the rear tonneau are covered with black duratex fabric, which is weather-proof, easily cleaned and very smart appearing in contrast with the painted body panels. The body color is a special Earl blue, which gives the cabriole an air of distinction. The fenders and chassis are glossy black enameled.

At the rear is a platform for a trunk, protected with maple slats in natural finish. The rear body panel is also protected by nickeled slat irons; and at slight extra cost, a trunk is furnished. The Earl trunk contains two large suitcases and a hat box—a great convenience for weekend trips. Besides the trunk, special equipment includes Boyce motometer, and front bumper, these three items being furnished at a net cost of \$50.

Riding comfort, of course, is one of the first considerations in a car of this type, and is provided for by ample body dimensions and a low center of gravity. The extra long 56-inch rear springs, too, and the rigid frame, with 7-inch side channels, and five cross members, form a foundation for the comfort of the deep seat cushions with their high grade spiral springs.

The car is one inch less than fourteen feet in length overall; and, while the height is only 6 feet 2 inches,



EARL CABRIOLE

the head room inside is ample, being 37 inches from seat cushion to top lining. There is also ample leg room in the front tonneau, 53 inches being the inside

length.

For convenience in entering, the front seats tilt forward, and the backs fold down. This arrangement with the front seats facing forward gives a roominess that is not possible in the average four-passenger coupe with the driver's seat set forward and the small swinging seat at the right, facing the rear. The front seats, themselves, are 18 inches wide, 18 inches deep and 12 inches from the floor, with a comfortable 3-inch pitch. The rear seat, which is $45\frac{1}{2}$ inches wide, will seat three persons without crowding. This cushion is 18 inches deep, 14 inches from the floor, with a pitch of 4 inches.

Special Six Phaeton New Columbia Model

A new Columbia model, known as the special six phaeton, to retail at \$1,095, f. o. b. Detroit, has been added to the Columbia line. This body is mounted on the standard Continental 115 in. wheel-base chassis incorporating the Continental 6-Y engine, Timken axle, Durston transmission gearset with Timken bearings, Stromberg carburetor, Borg & Beck clutch, Gemmer steering gear, Spicer universal and Auto-Lite electrical equipment.

Among the features of the special six are nickelplated Harrison radiator with thermostatically controlled shutters, cowl ventilator, barrel head lamp as well as cowl lamps for parking, heavy weight crown fenders and cord tires. The body is of generous proportions, the rear seat being 46 in. wide and the upholstery is of real leather over deep coiled springs.

Tommy Milton Wins at Kansas City; Roscoe Sarles Killed

Tommy Milton, champion driver of the American Automobile Association and winner of the 1921 Indianapolis speed classis, driving an eight-cylinder Leach special, won the 300-mile automobile race held at Kansas City's new \$500,000 speedway Sunday, September 17.

Roscoe Sarles, relief driver for Cliff Durant, was burned to death when his car caught fire after smashing through the railing of the track. The car hurdled 40 feet and smashed to the ground. His mechanician,

C. V. Pickup, was injured dangerously.

Association Items CALENDAR

Pomona, Cal.—Automobile and Automotive Accessory Show, auspices of the Citrus Belt Auto Trade Assn., Los Angeles County Fair Grounds, at Pomona; James E. Granger, manager; Oct. 17-21.

CHICAGO, ILL.—Convention, National Farm Equipment Manufacturers; Oct. 18-20.

Washington, D. C.—Annual Closed Car Salon, auspices of the Washington Automotive Trade, Convention Hall; Oct. 21-28.

CLEVELAND, OHIO—Society of Automotive Engineers, meeting of Springs Division, Standards Committee; Oct. 24.

CLEVELAND, OHIO—Society of Automotive Engineers, joint meeting of Chain Division, Standards Committee, with Power Transmission Chain Committee of American Society of Mechanical Engineers; Oct. 25.

New York, N. Y.—Society of Automotive Engineers, meeting of Iron and Steel Division, Standards Committee; Oct. 26.

Washington, D. C.—Second National Conference for the Study of Highway Engineering and Highway Transport Education; Oct. 26-28.

Detroit, Mich.—Society of Automotive Engineers, meeting of Parts and Fittings Division, Standards Committee; Oct. 30.

DOTHAN, ALA.—Automobile Show, to be held in connection with the South East Alabama Fair, auspices of the Dothan Automobile Dealers' Assn., Fair Grounds Automobile building; Fay Waldin, manager; Oct. 30-Nov. 4.

DETROIT, MICH.—Society of Automotive Engineers, meeting of Transmission Division, Standards Committee; Oct. 31.

Detroit, Mich.—Society of Automotive Engineers. meeting of Passenger Car Division, Standards Committee; Nov. 1.

DETROIT, MICH.—Society of Automotive Engineers, meeting of Passenger Car Body Division, Standards Committee; Nov. 2.

Detroit, Mich.—Society of Automotive Engineers, meeting of Electric Vehicle Division, Standards Committee; Nov. 3.

London, England—Olympia Automobile Show; Nov. 3-11

CHICAGO, ILL.—Society of Automotive Engineers, meeting of Engine Division, Standards Committee; Nov. 6.

CHICAGO, ILL.—Society of Automotive Engineers, joint meeting of Agricultural power and Stationary Engine Division, Standards Committee; Nov. 7.

Houston, Tex.—South Texas Fair; Nov. 8-18.

Jersey City, N. J.—Third Annual Show, auspices of the Hudson County Automobile Trade Assn.,

Fourth Regiment armory; Nov. 11-18.

Los Angeles, Cal. — Automotive and Accessories Show, auspices of the Motor Car Dealers' Assn. of Los Angeles, Praeger Park, Washington and Grand avenues; Burt Roberts, manager; Nov. 11-19.

CHICAGO, ILL.—Annual Meeting and Show of the Automotive Equipment Assn., Annex to the Coliseum; Nov. 13-18.

CINCINNATI, OHIO—Second Annual Automobile Accessory and Radio Exposition, auspices of the National Automobile Chamber of Commerce; Nov. 22-29

PASADENA, CAL.--Automobile Show, auspices of the

Motor Car Dealers' Assn., E. C. Lindley, secretary; December.

NEW YORK, N. Y.—Eighteenth Annual Automobile Salon, Commodore Hotel; Dec. 3-9.

Toledo, Ohio—Annual Convention of the Ohio Automotive Trades Assn.; Dec. 6-8.

Philadelphia, Pa.—Passenger Car Show, auspices of the Philadelphia Automobile Trade Assn., Commercial Museum, Louis C. Block, manager; January.

New York, N. Y.—National Automobile Show, auspices of the National Automobile Chamber of Commerce, Grand Central Palace; Jan. 6-13.

New York, N. Y.—Second National Automobile Body Builders' Show, auspices of the Automobile Body Builders' Assn., 12th Regiment Armory; Jan. 8-13. CLEVELAND, OHIO—Annual Winter Show, auspices of

CLEVELAND, OHIO—Annual Winter Show, auspices of the Cleveland Automobile Manufacturers' and Dealers' Assn.; Jan. 20-27.

CHICAGO, ILL.—National Automobile Show, auspices of the National Automobile Chamber of Commerce, Coliesum; Jan. 27-Feb. 3.

CHICAGO, ILL.—Annual Automobile Salon, auspices of the National Automobile Chamber of Commerce, Drake Hotel; Jan. 27-Feb. 3.

HARTFORD, CONN.—Automobile Show, auspices of the Hartford Automobile Dealers' Assn., State Armory, Arthur Fifott, manager; February.

MINNEAPOLIS, MINN.—Annual Automobile Show, auspices of the Minneapolis Automobile Trade Assn., W. R. Wilmot, manager; Feb. 3-10.

NEW YORK, N. Y.—Annual Automobile Show, auspices of the Brooklyn Motor Vehicle Dealers' Assn., 23rd Regiment armory; Feb. 24-Mar. 3.

Syracuse, N. Y.—Annual Automobile Show, auspices of the Syracuse Automobile Dealers' Assn.; Feb. 26-Mar. 3.

NEWARK, N. J.—Annual Automobile Show, auspices of the Newark Auto Trade Assn., Claude E. Holgate, manager; Mar. 10-17.

Boston, Mass.—Passenger Car, Truck and Accessory Show, auspices of the Boston Automobile Dealers' Assn., Mechanics Building, Chester I. Campbell, manager; Mar. 10-17.

Los Angeles to Hold Show

The Motor Car Dealers' Association of Los Angeles will hold a show November 11 to 19. This will be the first show in this city for two years. Announcement of the location has not been made, owing to the difficulty in obtaining a building of sufficient size. The new Shrine Temple may be sufficiently near completion by that time to accommodate the show. Otherwise it is probable tents will have to be used.

New York Association Moves

The rooms and offices of the Automobile Merchants' Association, New York City, have been moved from 1845 Broadway to the Hotel Embassy, 2030 Broadway, at Seventieth Street.

Olds Will Build Four-Cylinder Brougham

A new addition to the 1923 Oldsmobile line was revealed recently when the Olds Motor Works announced that production had been started on a brougham for its four-cylinder chassis. The new car, which will be one of the leading lines of this factory for the next year, will sell at \$1,425.

Mack Trucks, Inc., has opened a factory branch at Toledo, which will be in charge of J. C. Smith, formerly manager of the St. Louis branch.

Brake Lining Sizes for Cars and Trucks From 1915 to 1921

NOTICE.—In column "No. of Pieces" where one number only is given it means that there are that number of pieces in each brake—where two figures are given it means that the first number applies to the Internal and the second to the External.

		BRAKE	LINING					BI	RAKE I	LINI	NG				<u> </u>	BRAI	KE L	ENIN	1				BRA	KE LINI	ING	
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Maxim	1918 1915		$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	1% % 37%	4	skland	1921 B-31/2 1915 37 1915 49	15/8 3 40	5 1/4 I	7/8 5- 371/4 1/8 5- 421/6	2		1918	2d Ser-57 56	2 %	38 ³ / ₄ 2 38 ³ / ₄ 2 20 4	26	4334 4334 371/8	2 4-2	Service	1920 1917 1917 1917	230	1% 52 3½ ¼ 3½ ¼ 3½ ¼	34 9 3514 1 12 1314 1	371/4 Du Dup Dup	
	1916 1917 1917	WH L-6 EC-4 6T-5*	214 14 4816 214 14 4816 214 14 4816 214 14 4816		4 4		1916 32 1916 38 1916 50 1917 50	13 8 3 3 3. 15 8 3 40	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	% 536 % 535¼ % 543¼ 543¼	2 2 2 2		17 8 1919 3 1920 3	TC,3&4T TC,5&6T 56 56-6	334 34 2 34 214 34	2333 4 3834 3 3834 2	1/4	373/8 433/4	4-2		1917 1917 1918	275 300	394 1/4 4 1/4	16 18½ 18½	Du Dup Dup	4
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Mercer	1914 1914		21/4 1/4 487 6 21/4 1/6 181/4 21/8 1/8 181/4	334 % 9* 334 % 9	4-2 01	d Hickory	1921 6-60 1917 M 1918 M	21/4 1/4 48 2 3/6 41	1 2	14 14 50 14 14 43 14 43 14 48			1915 1915 1915 1916	48B-3 66A-3	234 % 3 % 3 % 234 %	13 16 78 3 16 78 3 19 14 3 13 58 3	海 海 河 海	151/4 183/4 207/8	4 4 4		1914 1914 1915 1916	B-2	23/8 3/6	16 3 16 4 32 2	% 14 % 11½ % 11½ ½ ¼ 435%	41 4-2
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	19-18		21/2 1/4 47 21/2 1/6 47	21/2 % 12* 21/2 % 12*	2 Old	damobile	1915 54 1915 55 1915 42	15/8 3/6 41 15/8 3/6 41	614 2	3 8 36 49	222	Pierce-	1917 1917 1918	48B-4 66A-4 48 B-5	3 % 3 % 3 %	167/s 3 191/4 3 19 3	14 % 14 % 14 %	183/4 207/6 207/8	3 1	Skelton	1921 1921 1917	35 B	214 % 214 % 114	48 34 1 36	1/2 % 491/2 3/4 . 34	2
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Mitchell	1921 1915		134 % 41	134 % 42 2 % 44 2 % 391/2	2	ympian rleans	1918 45 1919 45 1921 A	13/4 3/3 3.	5¼ I	34 57 37 % 34 57 37 % 32 37 %	2		1915 1916 1917	6-50 651 6B	2½ ½ 2 %	443/4 2 443/4 2 401/4 2	1/2 1/6 1/2 1/6	493/8 493/8 433/4	2 2		1015	OTE A	244	178/4 2	14 14 24	442
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Matten	1920 1921	E F MK-50	13/2 3/40 13/4 471/2	2 % 40¾ 214 & 4716	2 2		1915 82 1916 75 1916 75-B	13/ 8/ 1:	$ \begin{array}{c c} 01/8 & 2 \\ 21/2 & 1 \\ 21/2 & 1 \end{array} $	3/ 5/ 38	4-2		1916		134 33	$ \begin{array}{c c} 27\frac{1}{4} & 1 \\ 27\frac{1}{4} & 1 \\ 35\frac{1}{4} & 1 \end{array} $	1 12	37%	2 2		1918	SK L-4 4 8 SK-2	11214	20 2 80 3 96 3	14 13 14 25 14 25	 a
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	1920 1919	R-Road	21/2 1/2 20 //8 2 1/4 1/4 2 1/4 38 2 1/4 28	2 36 38	2		1919 85-4-6 1919 4	21/4 3/6 1: 21/4 3/6 1: 11/4 3/2 1.	0 ½ 2 0 ½ 2 5 1	14 36 41 14 36 41 14 36 31 1/2 34 36 38			1916	D Lt -4 Regal 8	13/4 5 13/4 5 13/4 5	29 2 2914 2 2914 2	%6 %6	311/2 311/2 311/2	222	Sterling	19-20 1921 1921	80 Ser.80	2 21/2 2 2	42 40 40 54	13 25 25 25 26 13 25 26 46 43 43 17 44 44 44 44 44 44 44 44 44 44 44 44 44	2-4
Mostoe	1915 1915 1915	M-2 M-21/2 M	11/4 5 285 11/4 5 285 11/4 5 285	1 1 4 5 275 1 1 4 5 275 1 1 4 5 275 1 1 4 5 275 1 1 4 5 275 1 1 4 5 275 1 2 5 34 2 6 2 5 4 2 6 2 6 2 6 2 6 2 6 2 6 2 6 2 6 2 6 2	2 2 2 2		1917 90 1918 1200 1918 90 P L I	134 % 1: 214 % 1: 134 % 1:	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	3/4 3/6 33 1/4 3/6 41 3/4 3/6 38	4-2 4-2		1918	J R	134 % 134 % 2	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	3/4 1/6 3/4 1/6	31 1/8 31 1/8 43 1/2	2	Duryea.	19211	D-6 D-6 E	214 14 214 14	15	Re ar Wh) Re ar Wh)	8 2
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MutualTr Nash Six.	1920 1921 1918	2A,2AP 2A,2AP 681	214 14 52† 214 14 52† 216 % 18%	2 36 401	1 2		1917 K-6-17 1917 651 1917 646	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	514 2 514 2 514 2	38 % 38 % 38	2 2 2	Rock Falls Rowe Tr	1921 1921 19-20	4 756-54E 13-14 2CDWT	21/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2	47 4 45	21/2 1/2	48	4		1917 1918 1918	M-6 M-7 M-8 M-9	194 5 134 5 134 5	17 17 17 17		. 8 8 8
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On Tran	!	<u> </u>	1/4/32/107		<u> </u>	ncy Inter	<u> </u>	1/2 /2				ternal Bra	kes.	1	, 4	Trans	ainsio	n Brak	re.		(1919	9 GW	(2) 13	4148		.14

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Triangle	1917	7 A 0 B,2½C	23/2 1/46	4 [10 10 10 10 10 10 10 10 10 10 10 10 10	2 1	Velie Tr	1921 4 1920 4	8	1% %	19%	12 %	5492	2	White	1914	MEC MARP	21/2 1/2 44/	(Re ar Wa	4	Wint.Tr Winther	1920 4	1,5,6,7, T	2 4 4 93	214 4 93	2
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Tulsa	1916	BC	11/2 // 101/2	11/4 1/8 20	4-2	* On Tran Walker-	BITILS 6	ion.				1			1916	30-HP	2½ % 17 2½ % 17 2½ % 46 2½ % 46		1:::i		1916 3 1917	A FS	21/2 1/10 40	256 36 44	2
Tilles	1918	D-1	2 3 3514	2 38	1 1	Johnson	1921 I	3	31/2 1/4	13							21/2 % 46				1917 1516	22A	21/2 1 3584	252 1 4834	2
	11919	1113-1	2 % 81	2 % 88 2 56 44		Vim	$\frac{1918}{1819}$	1	13/4 1/2	36	11/4 1/10	37	2		1917	ам-Ser17 16-Valve GM GMT	21/2 1/46				1915 1916 1917	22	21/2 3/6 443/4	21/2 % 48%	2
Twin City	1921	L-1-2-3	316 56 42	2 76 44	1111	Vulcan	1914		11/2	27	136 36	29	2		1918	GM	21/2 1/4 46 21/2 1/4 46 21/2 1/4 46				1917	22A	236 36 448	23/2 3/4 483/4	2
U.S Velie	1921	В	4 % 48			France Tr	1819 2	-A.	31/2 1/4	13			8		1918	GMT	21/2 3/6 46	2			1917 1918	22	21/2 1/44 1/4	21/2 1/6 481/4	2
Velie	1919	Truck-E	3 14 40	2 14 28 3 % 43%	2 2	Wasp Westcott.	1921 2 1915 0	11	2 1/8	41	21/2 1/8	4912	9	White Hickory	1921	E-1 T H-114 T	3 14 11 118	3 12 11 11 32			1918	22	21/2 3/2 443/2	236 % 48%	1 2
	1916	15-Set-16 22-Set-22 B'well-2	134 1/8 311/9	2 38 34 1/2	2	TF GBUCUES.	1915	J-50	2 %	41	2 %	44	2			K-21/2 T	01/2 1/4 13	31/2 1/4 13			1921		21/2 % 49	21/2 % 531/5	ā
	1916	B'well-27	2 3/8 40 1/4	2 % 43%	2		1916 4	1	2 1/6	41	2 %	44	2	Wilcox	1916	P	21/2 1/4 57		4	Witt-Will.	1921	P	31/2 1/4 48	ò1 (· · · · · ·	
	1917	B'well-27	12 1% 401/4	2 13/433/4	2														1	Zimmerm	1915		21/41/6140%	21/4 182	و بدا

Piston Ring and Fan Belt Data for Cars and Trucks from 1915 to 1921

FAN BELTS—L means that belt is a V-shape and can be V-solid, Laminated, block or link. On V belts, length, width and angle is given in inches. F means Flat Belt. Length and width is given in inches.

										T I					-
		PISTON RINGS	FAN BELTS			PISTON RINGS	FAN BELTS			PISTON RINGS	FAN BELTS			PISTON RINGS FA	n belts
CAR		of Groove		CAR		r Used		CAR		of Groove		CAR		of Groove	
	Year	की अधि	Type			Numbe Bore Width	Size		Year	Numb Bore Width	Sine		Year	Numbe Bore Width Type	Size
Abbott- Detroit	1916 8-80 1916 6-44 1917 6-44 1918 8-80	3 3 % 3 3 ¼ ¼ 3 3 ¼ % 3 3 ¼ %		Apperson	1914 6-45 1915 4-40	3 4 14 14 1	351/6×1		1921 XXI-F, XXI-G 1921 XXVI-B, XXVI-Y	3 41/4 1/4 .	111/4		1915 I 1916 G 1917 O 1917 J-2	3 41/2 1/5	
Ace	1918 644 1921 All 1918 I ton	331/3 1/4	1½ v 38¾x¾-28°		1916 6-60 1916 8 1917 6-17 1917 8-17	34 1/2 1/3 1/3 1/3 1/3 1/3 1/3 1/3 1/3 1/3 1/3	351/2x1 351/2x1 33x1 351/2x1	Avery Co.	1917 1 ton 1917 2 tons 1917 3 tons 1918 5 tons 1918 A	4 41/8 14 . 5 43/4 14 . 5 43/4 14 .	************	Buckeye	1918 K-3 1918 R	3 4/2 //	********
	1918 2 tons 1918 3½ tons 1920 Ali 1919 B. A	3 41/2 3/4	v 38%x%-28° v 38%x%-28° v 38%x%-28°		1917 8-17 1918 8-18 1920 8-20 1921 8-21	3 31/2 3/6	35½x1 38¼x1¾	Beck	1918 A 1918 B 1918 C 1919 A	3 3 ½ % . 3 3 ½ % . 3 4 % % .		Buds Buick	1914 1917 50S-700 1915 C-24 1915 C-25	9 987 87 8 91	x34 x34 x34
Adams- Lancia A.E.C Alco	1919 B, A 1917 35A 1917 35B 1915 6-50 1913 11	4% 14 4% 14 3 484 14		Argonne Astra Arbens	1920 1920 1914 All 1915 All	2 3 1/8 1/4 1/4 3 3 1/4 1/4 3 4 1/4 1/4	39x1½	Rooms	1919 A 1919 B 1919 C 1920	3 3 3 6 3 6	21x1½ 31x1½		1915 C-25 1915 C-36 1915 37 1915 54	3 3% % 1 31	x3/4 x3/4 x3/4
All-Amer	1919 A 1921 B-1,C-1 } 1915 38	331/23/4	411/5x11/4 421/x11/4	Atlas Argo Armleder,	1915 AU 1918 18 1916 AU 1916 HW 1916 KW	3 3 ½ ½ 3 4 ½ ½		Bell	1921 20T 1916 A-16 1917 A-17	0102312841		,	1915 55 1915 C-4 1916 C-4 1916 D-44 1916 D-45 1916 D-47		3 (x7.4 3 (x7.6 3 (x7.6
	1915 40 1915 33 1915 34 1915 35 1916 37 1917 37	3344	30x15 f 30x1		1918 KW-2 1918 KW-31/2 1918 KW-31/2 1921 20-1 Ton	3 4½ % 3 4½ % 4 4% ¼ f	353/2x13/1 313/4x2	Bessemer.	1918 18 1915 A 1915 C 1916 A	3 41/6 % 3 31/2 % 3 41/8 %	**************		TA10 TV-00		x1 34x1/8
	1916 37 1917 37 1915 36	3 334 14	11/2 13/2	Atco	1921 HW-24t 1921 KW-34t 1921 A	4 41/4 1/4 ff 4 41/2 1/4 ff 4 41/4 1/4 ff 4 38/2 1/4 ff	34x2 36x2 33½x1½ 28x2	Rethlehem	1916 C 1916 E 1916 H 1918 D-2 tons	1 3 4 1/6 3/6 .	* *************************************		1917 45 1918 D-34 1918 D-35 1918 D-37	3 3 ½ ½ f 25 3 3 ½ ¼ f 25 4 f 25	34x76
834	1919 41 1919 43 1920 43 1921 43	3 31/2 1/4	2876x134 f 2916x134 2976x134	Atterbury	1916 6R 1916 6C 1916 6D	3 3 ½ ½ £ 3 4 ½ ½ .	35 x2	Biddle	1918 D-2 tons 1918 E-3 tons 1917 H-17 1918 H	3334 14 . 3334 14 .	. 36x1		1918 E-49 1919 All 1920 All	3 3 % 1/4 f 26	x11/2
Alter	1916 C 1917 E-17 1917 F-17	3 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1917 7C 1917 7D 1918 7R	3 438 1/4 1/4 3 41/4 1/4 .		Bimel	1918 H 1921 B1, B5 1917 4 Tour 1917 4 Road 1917 "6 D"	3 3 ¼ . 3 3 ¼ . 3 3¼ ¼ .		Cadillae	1918	3 3 ½ ½ 2 v 43 3 4 ½ ¼ v 44	x5/8
-Amer Si	1914 50 1913 Scout 1914 30 1916 A-Ser 1	3 4 14	V 58		1918 7C 1918 7D 1921 20R	3 41/3 1/4 . 3 41/3 1/4 . 4 33/4 1/4 1/4 .	38%xI½	Birch	1917 Tour 1918 Super 4 1919 45 1917 VM-2	3314 16 . 3314 16 . 3316 14	* **********		1914 1915 All 1916 All 1917 All	3 4 1/4 1/4	*********
- Allier Ca	1917 A-Ser 1 1918 B-30 1919	3 3 5 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	. 31½x½g f 31½x¼ f 31½x1	Auburn	1921 7D 1921 8E 1915 4-40	3 4½ ½ ½ 1 3 4¾ ¼ .	30/4x1/4	(Magnetic Tr) Bour- Davis	1917 VM-2 1918 VM-2 1916 16	5 414 ½ . 3 314 ½ .	- 444244424	0	1918 Type 57 1919 Type 57 1921 59 1918 C	331/8 1/4	
American (La France	1919 1921 C-6 1914 1915 1916 19	47% % 47% % 47% %			1915 6-40 1916 6-40A 1916 4-38	4 3 1/2 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4		DEAR.	1918 18A 1918 18B 1921 21	3 3 3 3 3 3 6 3 6 3 3 1 2 3 6 1	36x11/g	Cambl.pe Capitol	1918 "Four" 1921 G-1½ 1921 H. K-3¼	3 3 4 5 4 9 4 1 3 3 3 4 5 6 9 3 3 4 4 5 6 9 3 3 3 4 5 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Ames	1917	4 41/8 1/4 4 41/8 1/4 3 41/8 1/4 3 334/8/	f 40%x7/s		1916 6-38 1917 6-39 1917 6-44 1918 6-44	3 1/8 1/4 4 31/8 1/4 3 31/4 1/4 3 31/4 1/4	31x1	Bowling GrMTCo. Brewster	1915 1916 1916 41 1917 41	3 3¾ ¼ . 3 3¾ ¾ . 4 4 ¼ .		Cartercar	M-3½ 1915 7 1915 9 1915 14		
Amplex	1914 1916 K 1916 EK	334 %			1918 6-39B 1919 6-29H 1919 6-39K	3 31/4 1/4	31x1 31x1 31x1 31x11/4	Rejutan	1918 41 1919 41 1921 02 1918 H	44 14			1914 R 1915 R 1916 T 1917 T-17	3 3 3 4 1/4 1 37 3 3 5 6 3 6 3 7	/x1 /x1
Anderson	g 1917 Road 1917 Tour 1917 200A 1916 300A	33% % 33 % 33 %	f 3334x34 f 3334x34	Austin	1921 6-39 1915 66 1915 48-66	3 3½ ½ 3 4½ ¼ 3 4½ ¼	31x1½	Briscoe	1915 H 1921 F 1915 15 1916 4–38	3 4½ ½ ½ £ £ 2 3½ ½ £ £	28x34 28x34 28x34		1917 1-17 1918 U 1919 U-19 1920 1921 V	3 3½ ½ 3 3½ ½ 4 5 % f 4	7½x2
	1917 300A 1918 1919 1920 8-30		f 3334x34 f 3334x34 f 3236x134 f 3236x134		1915 36-66 1916 48-66 1916 36-66 1917 Highw'y	3 4½ ¼ 3 4½ ¼ 3 3½ ½ 3 2½ ¾			1916 8-38 1917 4-24 1918 24 1918 T-24	33 3 1/4 33 3 1/4 1/6 f	28x¾ 28x¾ 28x¾		1915 19 1916 19 1916 21	45 %	(x60°
Anger.	1921 Ser-40 1916 Ace 6-60 1917	3 3 ¼ % 3 4 ½ ¼ 3 4 ½ ¼ 3 4 ¼	f 311/x1/4 f 201/x11/4 f 201/x11/4 f 201/x11/4 201/x11/4 201/x11/4 v 54 v 311/x55 f 311/xx1 f 333/xx/4 f 332/xx11/4 f 322/xx11/4	Autocar.	1916 6-60 1916 8-17 1917 8-17 1917 8-17 1918 8-18 1920 8-20 1920 1-20 1920 1-20 1920 1-20 1920 1-20 1920 1-20 1920 1-20 1920 1-20 1920 1-20 1920 1-20 1920 1-20 1920 1-20 1920 1-20 1921 1	3 278 % 4 434 % 4 434 %			1919 4-24 1920 4-24 1921 4-34 1919 5H	3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	28x ³ / ₄ 29x ³ / ₄ 34 ¹ / ₄ x ¹ / ₈	Chalmera	1915 24 1915 26 1915 26-B 1915 29	3 334 4	91/3x11/4 91/3x11/4 91/3x11/4 91/3x11/4
Apperson	1011 2 30	1 1 72 74		ļ	1010 2121-1	* 7/4 /16	1		1070	2/4/16		<u> </u>		* × 78 1 3:	

-		PISTON RINGS	FAN BELTS			PISTON RINGS	FAN BELTS			PISTON RINGS F	an belts			PISTON	FAN BELT
CAR	,	Groove		CAR		Groove		CAR	-	Used		CAR		Used Groove	3
>		Bore Width of	Type Size		Year	Number I Bore Width of	Sise		Year	Number Bore Width of Tvne	Sign		Year	Number I Bore Width of	Size
		3 3½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½	f 39½x1¼ f 37x1 f 39½x1¼ f 37x1 f 37x1 f 37x1 f 37x1 f 37x1 g 37x1 f 37x	Elkhart	1919 K-32 1919 K-34 1919 K-36 1919 H-42 1919 H-44 1919 H-46 1921 L 1921 S 1921 S	3 3 ½ ½ ½ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	31\2x\3 31\5x\4 31\5x\5 32\5x\54 32\5x\54 32\5x\54 32\5x\54 32\5x\54 32\5x\54 32\5x\54 29x\5 22x\5 28x\5	Dorris	1915 H 1915 I 1916 IA-4 1916 IA-6 1916 IB-6 1917 IC-6 1918 6-80 1919 6-80 1920 6-8 1921 6-80 1921 6-80 1921 6-80 1921 6-80 1921 6-80 1921 6-80 1917 7-6 1917 9	34 14 V V V V V V V V V V V V V V V V V V	38x % 41 % 1 41 % 1 41 % 1 28x % 28x % 28x % 28x % 28x % 28x %	Fostoria . Four- Wheel Drive	1916 C 1917 4 Cyl. 1916 BStg.Ltg 1917 BStg.Ltg. 1919 B 1919 B 1921 B 1921 B 1921 C 3 4 5 6 7	3 434 14 ff 3 358 14 3 358 14 3 358 14	
Charter Oak Chase Chevrolet	1918 1920 Ser 20 1921 N.S. 1917 4-C 1917 0-172 1918 0-173 1915 H2 1915 H4 1915 Baby Gr. 1915 Monroe	8 33/2 ½ 3 43/4 ½ 3 43/2 ½ 3 33/2 ½	F -xi	Daniels.	1915 V 1916 V 1917 V-2 Ser 1918 V-3 1921 V-4 1916 B 1916 A 1917 A 1917 B 1918 A 1918 A 1918 B	33½ ½ 33½ ½ 33¼ ½ 33¼ ½		Drum- mond. Dupont. Economy	1918 11 1919 11 1921 12A,17A 1916 4-60 1917 7-60 1917 B-17 1917 E B-35 1918 1921 21 1917 G-86 1916 J-32 1918 C-8-48	33½ ½ 14 ff 33½ 14 ff 33½ 14 ff 133½ 14 ff 15 14	289/gx1 30x1 289/gx1 37x1 37x1 37x1 37x1	Friend Fulton Tr. G.M.C	1917 F-1 1921 A 1915	3 3 5 5 6 4 4 5 5 6 5 6 6 4 5 6 6 6 6 6 6 6	36½x1½ 32½x1 32½x1 32½x1 32½x1
	1916 Ames y 1916 Roy Ma 1916 4-90 1917 4-90 1918 4-90 1918 F A B G 1918 D-8 Cyl 1919 490 1919 F B G T	2 3 % % % % % % % % % % % % % % % % % %	27x84 f 27x84 f 27x84 f 2534x56 x v 322x34=28° 4 v 35x6=28° a v 442x34=28°	Dart	1921 D-19 1916 C 1916 E 1917 E 1917 CC 1918 CC-4 E L	3 3 4 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6		Elcar	1916 A 1916 B 1916 B 1916 B 1917 D 1917 E 1917 F 1917 G	33 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		Gardner. Gersix	1921 K-15,16 1921 K-41 1921 K-41 1921 G 1916 C 1916 C 1917 C 1917 G 1917 4-38 1918 4-38 1917 6-60	4 3 ½ % 4 4 ½ ¼ 4 3 3 ½ ½ 4 3 3 ½ ½ 4 3 3 ½ ½ 4 3 3 ½ ½ 4 3 3 3 ½ 2 ½ 6 3 3 ½ 6 3 3 3 ½ 6 3 3 3 3	32½x1
Chicago. Classic Cleveland Climber. Clyde	1920 FBT 1920 490 1919 D4,D5 1917 C 1918 G-8-5 1917 1 1920 1921 40 1921 S-Six	3 3 4 3 3 3 3 3 3 3 3 3 3 4 2 5 3 3 4 1 2 5 3 3 4 1 2 5 3 3 4 1 2 5 3 4 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	V 3256 x 5 8 - 28° V 3516 x 5 8 - 28° V 42 x 5 6 - 28° v 42 x 5 6 - 28° A f x 1	Davis	1915 38A 1915 38B 1915 38C 1916 6F 1916 6-G 1916 6E 1917 6H 1917 6I 1917 6J 1917 6K 1918 6H 1918 6H	3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f 3334x34 f 3334x34	Elgin	1918 D-4 1918 D-6 1921 D,G,H, K-4 1921 D,G,R, K-6 1920 G, K 1916 Elgin 6 1917 G-Ser 17 1918 A 1920	3 31/4 1/6 .	38x34 3134x34 3134x34 2756x34 2756x34 2756x34 3736x1 36x1	Garford.	1917 (4-88) 1918 (4-88) 1917 (5-60) 1918 (4-8) 1917 (5-60) 1917 (6-60) 1917 (6-60) 1917 (6-60) 1917 (6-60) 1917 (6-60) 1917 (6-60) 1917 (6-60) 1917 (6-60) 1917 (6-60) 1921 (7-60) 1921 (7-60)	3 3 1 2 3 4 4 4 4 4 4 4 4 3 3 3 4 3 4 4 4 4 4	v 49½x¾-38° f 42x1½
Clydesdal Cole	1916 L-45 1916 L-65 1917 L-30 1917 L-25 1914 9-4 1914 9-6 1915 Big 6 1915 10-4 1915 Std 4 1915 Little 6 1916 4-40 1916 4-66	3 3 4 4 4 5 5 3 4 4 4 5 5 3 4 4 4 5 5 4 5 5 4 5 5 6 6 6 6 6 6 6 6 6	16	Day Elde	1918 6K 1918 6L 1919 HI, L& 1921 51 to 57 1916 DE-Jr 1917 DE-Jr 1917 DE-Sr 1918 DE-J 1921 A, B		v 3914x56 v 3914x56 v 3914x56 v 40x56	Ellsworth Emerson Empire	1921 K-1 1. 1917 25A . 1917 Four . 1915 33 1915 40 1916 45 1916 60 1917 50 1917 70 1917 70	**************************************	377/4×1 311/4×5/4 311/4×5/4 311/4×5/4	Geronimo Ghent Giant	1918 6-A-45 1919 6A, 45 1917 4-30 1917 8-40 1918 6-60 1921 15A 1921 17 1915 30 1915 Lt.6-40 1916 30	33344	t 31/2%1
Coliier Colonial . Columbia	1918 M-15 7 1921 22-21/2 1917 6-35	1	16 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	De Dion. Bouton Defiance. DeKalb.	1921 D 1921 E 1921 F 1915 EQ 1916 EQ 1919 B 1921 D & E 1916 Junior 1918 E2 1918 E2/4	146 14		Essex	1918 50 1918 70 1915 6-50 1916 Twin 6 1917 1917 33 1917 34 1917 Tr D 1918 A 1921 A-2\frac{1}{2}T 1919	3 3 3 4 4 4 4 3 3 3 4 4 4 4 3 3 3 3 4 4 4 3 3 3 3 4 4 4 3 3 3 3 4 4 4 3 3 3 3 4 4 4 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 3 4 4 3 3 3 3 4 3 3 3 3 4 3 3 3 3 3 4 3	31½x1 41½x½x 41½x½x 41½x½x 41½x½x1 41½x1	Globe Grant	1916 Lt 6-40 1917 30 1917 Lt.6-40 1918 6-40 1919 Lt.6-40 C-1 Ten C-2 Ton 1921 B-10 1914 1915 T-6 1916 U	**************************************	f 31/4x56 f 31/4x56 f 31/4x56 f 31/4x66
	1918 E 1919 E 1920 1921 C, D, E, H, CS 1918 C-50 1918 C-51 1918 C-55 1920 C-53 1917 E 1918 E	3 31/2 4 3 31/2 4 3 31/2 4 3 31/2 4	6 v 411/2x3/4	Denmo .	1917 R 1918 12 1918 13 1918 15 1920 K-12-B 1917 10 1918 10-14 T 1918 12-34 T 1918 15-2 T 1915 C	12 14 14 14 14 14 14 14 14 14 14 14 14 14	v (413/4x5/4 f 333/4x3/4	Fiat	1921 A 1915 50 1915 55 1916 55 1916 56 1917 55 1918 55 1918 45B 1917 45B 1918 45B	4 130 *6 v 4 130 *6 v 4 110 *6 v 4 130 *6 v 4 130 *6 v	41.3/	Great Eagle.	1918 K 1918 G 1920 H 1921 HX 1918 10 1918 12 1015 1916 1917 1915 40-A	331/8 1/4	f 4158x54 v 42½x54-60° f 41½x1¼ v 30x36-38°
Common	- 1918 4-40 1921 42	3 31/2 3 3 31/2 3 3 41/4 1 3 31/2 3	37/4304-00 v 395/8x34-60 v 395/8x34-60° v 40x3/4-60° 4 1 330/2x1 f 30/2x1 f 33/2x2	Dile	1916 C 1917 6-46 1918 6-45 1918 F 1915	3 3½ % 3 3¼ % 3 3¼ % 3 25% %	f 3334x34	Ferris Ford	1918 1914 1918 S-1 T 1918 W-3½T 1920	3 5 14 16 16 16 16 16 16 16 16 16 16 16 16 16	32x ³ 4 7 43x ⁵ 6	HAL.	1916 21 1916 22 1917 22 1918 12 1918 2-Ton 1918 3-Ton 1918 5-Ton	3 27/8 % % 3 27/8 % % % % % % % % % % % % % % % % % % %	f 33×1 f 33×1 f 33×1 f 33×1 v 36½x¾
	1917 A 1917 C 1918 B 1918 C		4 F -x2	Dispatch	- 1916 D 1916 G 1916 H 1917 L 1917 N 1918		26x34		- 1915 Split'f 1915 G D 1916 G D 1915 Leece 1916 Leece 1916 Heinze 1917 Heinze 1915 Genema	3334 14 6 3334 14 6 3334 14 6 3334 14 6 3334 14 6	22x1 22x1 22x1 22x1 22x1 25%4x1}	Halladay	. 1915 O 1915 M 1914 1916 O 1916 Light 6 1916 S-Ser 1917 S-Ser	4 334 14 3 334 14 3 334 14 3 334 14 3 3 3 57 3 3 3 57	
Gear . Crane Crawford	1917 5	4 53/4 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	4	Dixie Flyer	. 1916 56 - 1916 L 1917 L 1918 LS-35 1920 1921 HS70 - 1915	3 2 /8 % 3 3 1/4 % 3 3 1/4 % 3 3 1/4 % 3 3 1/4 %	f 331½x½ f 33x¾ f 33x34		1915 North-I 1915 West 1916 West 1916 Kemco 1916 G & D 1916 Dyneto 1916 North-I 1917 Berns S 1917 A B-C 1917 G & D 1918 T	E 3 3 4 14 1		Handley- Knight Hanson. Harvard. Harvey.	1921 A 1921 54, 60 1916 1916 1917 1915 1915	41/8 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4	f x1
Crow Elkhar	1921 21-6-40 1915 1916 CE-30 1916 CE-30 1917 CE-33	3 31/2 5 3 4 3 31/2 5 3 31/2 5	41x34 41x34 6 f 31½x34 6 f 32x34 6 f 32x4		1916 1917 1918 1919 1921 Tour	3 3 % % 3 % 3 % 3 % 3 % 3 % 3 % 3 % 3 %	f 33x34 f 32x1		1917 A-B-C 1917 G & D 1918 T 1919 T 1921 T	t 3 3 4 1 1 1 3 3 3 4 1 4 1 3 3 3 4 1 4 1	25¼×1¼ 25¾×1¼ 25¾×1¼ 25¾×1¼ 25¼×1¼ 25¾×1¼	Harroun.	1918 1917 AA-1 1918 AA-1	3 3 1/4 1/4 3 3 1/4 1/4 3 3 3/4 1/4 3 3 3/4 1/6	v 40x34-28° v 40x34-28°

-	1	PISTON	-		1 1		PISTON	-				PISTON				PISTON	
		RINGS	FAN BELTS				RINGS	FAN BELTS				RINGS	FAN BELTS			RINGS	FAN BEL TS
CAR		r Used		CAR			rr Used of Groove		CAR			of Groov	T	CAR		of Greove	
	Year	Number Sore	Type		Year	Model	10 10	T'vpe Sise		Year	Model	Number Bore Width of	Type Sige		Year	Number Bore Width of	Sine
Hatfield	1916 J 1916 K 1917 A	334 %	3334x1 f 3334x34 f 3334x34	Jackson	1915 4 1916 6 1916 3	8	33½ ½ 33½ ½ 33½ ½		Lewis	1915 1519 1915	6-6	2 3½ ½ 2 3½ ½ 2 3½ ½ 2 3½ ½		Marmon . Martin	1919,34 1921,34 1914	3 3¾ % V 3 3¾ % V	45x5%-33° 44x34
	1918 A 1919 A 1919 C	3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1916 3 1917 3 1917 3	48 49 50	2 2 1/8 1/8 3 3 1/8 3 3 1/8	1 33%x1½		1915 1916 1915	Roadster Roadster Touring		1	Mason	1915 B 1914	35 % %	
Haynes	1921 A-42 1914 26 1914 27	3 4 1/4 1/4	33½x1		1918 3 1918 3 1921 6	50 38		f 335%x11/4 f 335%x11/4 335%x11/4	Liberty	1916 1917	10-A	134 % 234 4 234 4 334 % 334 % 334 %	f 33%/x%/ f 33%/x%/	Maxwell.	1914 25	3 3 4 1/4 1 3 4 1/8 1/4 f	40½x1
	1914 28 32 1915 30 32	4 4 1 1 1 1 2	f 33¾x¾	Jeffrey	1914 4 1914 6 1915 6		3 3 1/4 3 3 1/4 3 3 1/4 3 3 1/4 3 3 1/4	** **********		1918 1919 1920 1921	10-B 10-C				1915 25 1916 25 1915 25 1916 25	3 35/8 1/4 f	401/4x1 42x11/4 42x11/4 42x11/4
	1915 30 33 1916 34	331/2 1/4 3/4 3/4 3/4 3/4 3/4	f 33¾x¾		1916 . 1917 .	hest 6 hest 6	3 3 4 14 3 3 1/3 1/4 3 3 1/4 1/4	f 35¼x1	Lincoln	1915	Leland B M	3 3 ½ ½ 3 3 ½ ½ 3 3 ½ ½	** **********		1917 25 1918 25 1919 25		42x11/4 421/4x11/4 421/4x11/4
	16-7 36 16-7 37	4 3½ % 4 3½ % 4 3½ %	f 35x34 f 35x34	Jones	1916 . 1915 .		3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		Lippard- Stewart	1916 1916	C	3 3 1/4 1/4 3 3 3 1/4 3 3 3 1/4 3 5 1/4	************	Maxwell.	1920 25, 1st lt 1920 25,2nd lt 1919		42¼x1⅓ 42¼x1⅓
	16-7 40 16-7 41 1917 38 1917 39	**************************************	f 35x3/4 f 35x3/4 f 35x3/4 f		1916 1918 2 1919 2 1919 2	7	2			1916 1916 1916 1916	BW C-W	3 334 34 3 334 34 3 384 34	***************************************	Menomine	1917 EW 1917 FW 1917 D	334 % .	
	1917 43 1917 44 1918 38	4 234 % 4 284 % 4 312 %			1920 . 1916 1 1917 C	3 2–60	3 3½ ½ 3 3½ ¼	v 41x5%-60° v 40¾x5%-56° v 40¾x5%-56°		1916 1916 1917	M-B M-W M-B	3 3 1/4 1/6 3 3 1/4 1/4 3 3 1/4 1/4	** **********		1918 EW 1918 FW 1918 D	3 3 3 4 1/6 . 3 4 1/8 1/8 1/8	4114444
	1918 39 1918 44 1920 43,44,44 1921 47	4 3 ½ % 4 2 % %	34%×7/1		1918 I 1919 I 1921 F	919	3 31/2 3/4	V 4034x% 56	Y fail.	1918 1918	G	Manage	* * * * * * * * * * * * * * * * * * * *	Mercer	1914 35-G 1914 H 1914 M 1914 35K	は、	
Herschoff Hersf-Br	1915 4-16 1915 4-40	334384	34%x7/ 1 341/2x3/ v 36x1/4	Kearns Keeton	1921 E 1915	[[-31	33 33 34 34 34 34 34 34 34 34 34 34 34 3	31 37 x 1 1/4 36 x 1/4 v 63 1/6 x 1/4 38°	Little Giant	1918	15-1 ton 16-2 ton 17-3-ton	3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f 34½x2 f 45x2 f 39½x2		1914 350 1915 22-70 1916 22-72 1917 22-73	2 43/8 1/4 . 2 33/4 3/6 . 3 33/4 3/6 .	32x1
Higrade	1915 6-50 1916 4 35 1916 H-650 1917 A	0 0 2 2 76	1 4	Springf'd Kelly-	1919 E 1919 E 1919 E	ζ-35 ζ-32 ζ-36		v 63½x½-38° v 63½x½-38° v 63½x½-38° v 65x½-38°	Locomo- bile	1915 1915 1915	R R-5 M 5	3 4 5 14 14 14 15 4 14 14 14 14 14 14 14 14 14 14 14 14 1			1918 22-74 1920	3 3 3 4 1/4 f	132x1
Hollier	1918 A 1921 A-18 1916 166 1916 168	3 3 ½ ¾6 3 3 ½ ¾6 3 3 ¾ 3 3 ¾	r x½ f 28x¾ f 28x¾	Springf'd	1919 F 1919 F 1919 F 1919 F	ζ-45 ζ-50	5 41/2 1/4 5 41/2 1/4 5 41/2 1/2	v 68½x7%-38° v 38½x7%-38° v 38½x7%-38°		1916 1917 1918 1918	2-38	3 414 14 3 414 14 3 412 14	v 53½x5%-28° v 53½x5%29°	Mercury, Meteor Pa	1919 22-74 1918 19, 50 1915 50 1916 75	3 41/4 1/4 . 3 31/2 % .	323/2x1
	1917 166 1917 168 1917 176	33 %	f 28x3/ f 28x3/ f 28x3/		1921 E 1921 E 1921 E	ζ-31, 34 ζ-35, 36 ζ-40	4 14	v 54½x v 55½x v 32½x		1919 1920 1920	48 38–2		v 52½x¾		1916 80 1917 75 1917 80	3 4 14 14 14 14 14 14 14 14 14 14 14 14 1	**********
	1917 178 1918 188 1918 206 1921 206, B	3 3 %	f 28x34		1921 F 1921 F 1917 .	ζ-41 ζ-50, 60		v 535/sx	Lorraine Loxier	1921 1921 1915	48-Ser 7 21-T 34	3 41/2 1/4	. 32½x¾ v 41%x¼	Mets	1921 R. RR	3 4 1/4 £ 3 3 3/4 1/4 £ 3 3 1/8 1/4	305/8×11/4
Holly	[1917]A	331/2 1/4	. 32½x¾s	King	1915 C 1916 8 1916 8 1916 8	-D -D		f 24½x1 f 24½x1 f 24½x1		1916 1916 1916 1917	32 34	3 3	v 41%x56		. 1915 22 1915 25 1916 22 1916 25 1917 22	3 3 3 4 % 3 3 3 3 4 % 3 3 3 3	20.62
Hoover Houghton Hudson	1917 15-A 1916 400 1914 6-40	331/4 1/4			1917 8 1918 E 1919 C	le Ce	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f 24½x1 f 25x¾ f 29½x1¾		1917 1917 1918	32 34	3	▼ 41%x¼ ▼ 41%x¼		1918 1919 25G 1920 1921 6	1	v 30x5/8 v 36x5/8 i 31x3/4 33x3/4 v 36x5/8
	1915 6-40 1914 6-54 1915 6-54	3 3½ ½ 3 4½ ½ 3 4½ ½	f 36¼x1	Kenworthy	1921 6	-80 -5 5	2 3 % 4 % 3 %	28½x¼	Luverne.	1917	P-5 P-5	3 3 3 4 1/4 1/4 3 3 3 3 4 3 4	V 14196 772	Michigan Hearse	1915		v 38×56
	1916 6-40 1917 Super-6 1918 Super6M 1921 O	3 3 ½ % 3 3 ½ % 3 3 ½ %	f 36½x1 f 36½x1 f 36½x1 f 34½x1			-42	3 41/4 1,4 3 35/8 1/6 2 37/8 1/6	f 42x2	McFarlar	1914		3 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	v 36x ³ / ₄ v 36x ³ / ₄ v 36x ³ / ₄		1916 A 1917 B 1917 A	3 3½ ¼ 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ¼ 3 3 3½ ½ ½ 3 3 3½ ½ ½ 3 3 3½ ½ ½ 3 3 3½ ½ ½ 3 3 3½ ½ ½ 3 3 3½ ½ 3 3 3½ ½ 3 3 3½ ½ 3 3 3½ ½ 3 3 3 3½ ½ 3	v 36x5/6 v 36x5/6 v 36x5/6 v 36x5/6
bile	1915 K 1915 N-West -J7 NQ NL	3 33% 8 ₁₆ 3 334 36 3 334 36	v 25x5/6 v 25x5/6 v 25x5/6		1916 6 1917 6	-42 -42 00 pt. 6 -42	2 35% 1/4 2 35% 1/4 4 31/4 3/4	f 38x34 f 38x34 f 38x34		1916		3 4 % 3 4 % 4 4½ ¼	v 36x34 v 36x34 v 36x34	Mitcheli	1918 A 1915 Lt-4 1915 Lt-6	. 4 1/4 4 1/4	v 36x58
	NL NR NU NI	3 3 3 4 36 3 3 3 4 36 3 3 3 4 3 5 5	v 25x5/8 v 25x5/8 v 25x5/8		1918 6 1919 C 1919 E 1921 C	-42 3-6	3 356 36 3 356 36 3 356 36	f 38x34 f 38x34 f 38x34 f 34	McIntyre	11915	19-X	3 4 % 3 4 % 4 4 ½ ¼ 5 4 ½ ¼ 3 4 ½ ¼ 3 3 ½ ¼	v 36x34 v 36x34 v x34		1917 C-42 1917 D-40 Sp 1918 C-42	3334444	33x11/4 f 33x11/4 f 33x11/4
	2 3 4	3 3 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	v 25x3/6 v 25x3/6 v 25x5/6	Kline Kar	1915 6 1915 6 1916 6	-42 -42A -36	231214		McLaugh- lin Mack	1917 1918 1921			v 34x34 v 3714x34 v 38x34 f 33x11/2 v 931/2x1-45°		1917 B 1917 A 1918 B 1918 A 1915 Lt-4 1915 Lt-6 1917 C-42 1917 C-40 Sp 1918 C-42 1918 D-40 1918 E-40 1920	3 374 76 1	f 33x1½ f 33x1¼ f 33x1¼ f 33½x1¼
	1918 R 1919 R, R 1920	3 31/2 1/2	v 26½x 4-45 v 2354x 5-45 v 2554x 54-45 v 24½x 5-45		1917 6 1918 6 1919 6	⊢38 ⊢38 ⊢42-H	**************************************	***********	Madison.	1921 1915	AC T	45 13 38 13 33 13	v 93½x1–45°	Moline	1920 1921 F-40 1921 F-42 1915 MK-40 1916 MK-40 1916 MK-40 1917 MK-50 1917 6 1918 40C 1918 50	334 34 4 4 3 3 3 4 3 4 3 4 3 4 4 4 4 4	33½x1¼ 33½x1¼ 45¾x5% v 45¾x5%
Hurlburt .	1921 R 1916 11/2 ton 2 tons 31/2	334 %	v 24/1×58-45	Knox	1920 6 1915 3 1915 3	5	45 14	f 35x11/4 v 53x1-28°		1916 1916 1917 1917	T-7 T-7	3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	***********		1916 MK-40 1917 MK-50 1917 6	3 3 4 16 1	v 453/8x5/8 v 453/8x5/8 v 453/8x5/8
Imperial	1915 64 1916 64	1 0 0 1 73.1			1915 7 1918 3	5 Tract 6 Tract Fractor 5	45	v 53x1-28°		1918 1919 1921	6-cyl. 19	445333454134541345413454134541345413454	f 31½x5/g f 31½x5/g 35x¾	Moline Knight	1919 MK	3 394 1/6 1	v 452/8x5/8
Independent	15-6 1921 F-134 1921 H, 234 1921 K, 334 1916 F	3 3 13 14 14 14 14 14 14 14 14 14 14 14 14 14	. 36x11/4		1918 3 1914 b 1915 b	6 A A	45 334 % 334 %	V 53x1-28° V 53x1-28° V 33x54 F 36x114 f 44x2 V 43x34	Maibohm	1917 1917 1918	A B A	2 31/8 1/4 2 31/8 1/4 2 31/8 1/4	f 38x1 f 38x1 f 39x1	Tractor Monitor.	1920 J, R. 1919 R-Road	3 31/4 1/4 3 31/4 1/4 .	45%x1%
Inter- Harvester	1916 F 1916 H 1917 F	3 316 .		Lambert Lane	1914 1917 E 1917 C 1917 E	3	33½ ½ 33¼ ½ 33¾ ½	***********		1918 1919 1919 1921	B	2 3 1/8 1/4	f 38x1 f 38x1 f 38x1 . 37x1	Monroe.	1921 B-50,51, 52 1915 M-2 1915 M-23-6	2 3 36 .	32x5/g
	1917 H 1918 F 1918 H	3 3 1/2 3 3 1/2			1918 E 1918 6 1918 E	3	3 3 ½ ¾ 3 3 ¼ ¾ 3 3 ¼ ¾		Marathor	1914 1915 1914		3 3½ ½ 3 4½ ½ 3 4½ ½ 3 3½ ¼ 3 4½ ½ 3 4½ ½	** **********		1915 M-2 1915 M-2 1916 M-2 1916 M-3 1916 M-4 1917 M-2 1917 M-3 1917 M-4 1917 M-5	3 3 1/4 1/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3	4384x114 4384x114 4384x114 5384x1
indians	1921 F.H F 1921 G 1914 A 1915 B	3 X	1 13846x146	Lafayette. Larrabee .	1921 I 1921 I 1921 F 1921 V	Ϊ C	3 3 3 4 % 3 4 1 3 4	v 38x5/6 f 36x1//	Marion	1915	48-A	3 4 ½ % 3 4 ½	v 34½x56 v 25¾x56 v 25¾x56 v 25¾x56		1917 M-2 1917 M-3 1917 M-4	3 3 3½ ½ 3½	43%x11/2 43%4x11/2 f 35%x1 f 35%x1 f 35%x1 f 35%x1 f 35%x1
	1915 F 1915 K 1916 S	3 4½ ½ 3 4¾ ¼ 4 3¼ ¼		Laurel Lennox	1921 V 1917	(V	3 4 1/2 1/4 3 4 1/4 1/4 4 4 1/4 1/4	f 44x2		1915 1915	G 4		v 25%x5%		1917 M-5 1918 6 1919 8 1919 7T	3 31/4 3/6 f	35 ³ 4x1 35 ³ 4x1
	1916 D 1916 R 1916 L	3 4½ ¼ 3 4½ ¼ 3 4¾ ¼		Leach	1916 .	0-A.B.	4 41/8 1/4 3 31/2 1/4	v 43x34	Marie Handley	1915 1915 1916 1917	K A	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	v 25½x¾ v 36½x½ v 36½x½ v 36½x¾ f 31½x¾	Moon.,,	1919 8R 1921 - 1915 4–38 1915 6–40	3 3¼ ¾ f 3 3¼ ¾	44½x1¾
	1918 T 1918 D 1918 R	2 3 ½ ¼ 3 4 ½ ¼ 3 4 ½ ¼		Lexington- Howard	1191610)	3 434	♥ 40%x%	Marmon.	1917	B 41	3 3½ ½ 3 4¼ ¼ 4 4½ ‰	v 361/2x5/4 F 311/2x3/4		1915 6-40 1915 6-50 1916 6-30	331/2 1/3 1/3 1/3 1/3 1/3 1/3 1/3 1/3 1/3 1/3	
Interstate	1918 L 1920 20,25,35 1915 T 1916 T	3 3 1/2 1/4 3/4 3/4 3/4 3/4	265/sx1		1916 6 1916 6 1917 6 1917 6 1917 C	-P -N	3 41/8 1/4 3 41/8 1/4 3 41/8 1/4 3 41/8 1/4 2 31/4 1/4	v 40¾x¾ f 38x¾ f 38x¾ f 38x¾		1915 1915 1916	41 34 41	3 4½ ½ 3 3¾ ½ 3 4½ ¾	f 31½x¾ f 32½±1 f 31½x¾		1915 6-50 1916 6-30 1916 6-40 1917 6-43 1917 6-66 1918 6-36	3 3 1/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3	3516x16
Jackson	1917 F 1918 F 14-5 44	3 3½ ½ 3 3½ ½ 3 4½ ½	f 36144114	Lexington	1918 6 1919 1921 T	-6R	2314 14 3314 14 2314 14 2314 14	f 38x34 f 341/4x11/4 v x5/8-28°		1915 1915 1915 1916 1916 1917	34 41 34	33 33 33 34 4 4 4 4 4 4 4 4 4 4 4 4 4 4	f 32½x1 v 42½x¾-33° v 42½x¾-33° v 42½x¾-33°		1919 6-36 1921 6-48		33x1 31x11/4
	14-5 46	3418		Lewis	1915 6		2 31/2 1/2			1918	34	3 3 3 1/4	▼ 42½x¾-33°		1921 6-68	3 33/3 %	39x¾

r			PISTO:		BELTS				PISTO	N	FAN BELTS				PISTON	FA	IN BELTS				PISTON RINGS	FAN	N BELTS
CAR			r Used			CAR			er Used	of Groavn		CAR			r Used			CAR			r Used	or Greeve	
	Year	Model		Type			Year	Model		Width	888		Year	Model	Numbe Bore Width	Туре	(Q)		Year	Model	Number Bore	Type	Sign
Moore	1916 1917 1919 1920	30 30-C F	2 2 3 3 4 3 4 3 3 3 3 3 3 3 3 3 3 3 3 3	f 321/4	(×½,	Overland.	1918 1918 1919	88-6 89-6 90	2 41/8 3 31/2 3 31/2 4 33/8	光 光 光 f	35%11 31x% 33x1	Pratt Premier	1915 1915 1916 1917	50 6–50 6–56 6B	3 3 ½ ½ ¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼ ¼		423/4x28° 423/4x88° 423/4x98° 39x3/4	Sayers Six Scripps- Booth	1915 1916	C C-4	3 3 4 5 3 3 3 3 3 3	1 1	1½x1¼ 1¼x5% 3x5%-28° 3x5%-28°
Muskegor Murray	1916	20 Murray 8	3 41/8 3 3 31/4 3 3 31/4 3	321/4	ax1	Ow-Mag	1919 1918 1918 1919 1914	83-BOE O-36 M-25 W-42 138	3 334 3 31/2 3 4 3 4	% · · · · · · · · · · · · · · · · · · ·	33XL	Princess,.	1918 1918 1921 1916 1917	6B 6D D F	3 334 34 34 34 34 34	¥ ∀	42%488° 42%488° 39x3/4		1916 1917 1917 1918 1921	C-4 D-8 D	3 3 2 5 8 5 5 3 2 5 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	7 V 33	3x%-28° 3x5%-28° 015x5%-28j
MutualTr Napoleon	1920 1921 1917 1918	2A,2AP 2A,2AP 17-34 18-35	3 4 1 3 3 4 3 3 3 4 3	f 377	6x2		1914 1914 1915	348 238 338	2535243544 333443354 443334444 444444 333443334	1/4 ·		Pullman		Pull-Jr Pull-Jr 424– Ser-1917	3 3 3 4 3 4 3 4		26x¾ 33x¾ 33x¾	Seagrave .	1915 1916 1915 1916	F F T	4 534 1 4 534 1 4 534 1	V	
74 sem lory	1918	671	3 314 1 3 314 2 4 314 2	v 411 k v 411 6 . 428	5x54-28° 5x54-28° 4x34		1915 1918 1918 1919 1919	3-25 3-35 3-25 3-25 3-35			42\/x\$\(^45\)\ 42\/x\$\(^45\)\ 42\/x\$\(^45\)\ 42\/x\$\(^45\)\ 42\/x\$\(^45\)\ 45\/x\$\(^45\)\ 45\/x\$\(^45\)\ 33\(^43\)\ 33\(^43\)\ 33\(^43\)\ 33\(^43\)\ 33\(^43\)\	Pilliod Regal	1915 1916	Lt-4	3 31/4 3/4 3 41/8 1/4 3 33/4 3/4 3 33/4 3/4 3 33/8 3/4	6		Selden	1917 1917 1917 1914 1914	T S 48	10 10 10 10 10 10 10 10 10 10 10 10 10 1	4444	
National.	1915 1916 1916 1917	A-A A-B High. 6 High. 6 A-C	3 3 3 4 5 5 3 3 1 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	6 f 33% 6 f 33x 6 f 22x	i	Paige		36 6-38 6-46 J-6-17 K-6-17	3 4 3 3 1/8 3 3 1/8	10年11年1	333/x3/ 333/x3/ 383/x3/ 31x1 31x1	R. & V.	1917		3 3 3 1/2 3/2		29 ³ 4x ⁵ 8 18x1 ³ 6	Seneca	1915 1915 1916 1919 1921	48 49 TX H	3 31/8 3	v 37	7x34 7x34-60°
	1917 1917 1916 1916	6-81 A-A A-B High. 6 High. 6 A-C A-E A-F 12-A-D 12-A-H 12-A-D	2 CO	f 22x f 22x f 22x f 22x	1 1 1		1917 1917 1918 1919	646 6–40	15 15 15 14 15 15 15 15 15 15 15 15 15 15 15 15 15	% F F F	38¾x¼ 38¾x¼ 31x1 35¾x1 38¾x√	R. & V Raleigh Ranger Reliance Remington Remington	1921 1921 1921 1916	A6-60 A-20 10A,20B E	3 334 % 3 314 % 3 % 4 4	f	35½x1 35x2	Servica	1917 1917 1917 1917	220 230 240 275	2 4 4 4 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6	30	2x3 <u>4</u>
	1917 1918 1918	22-A-K 6 12	4 23/4 4 23/4 4 27/8 3 37/8	f 22x 22x 22x 22x 4 22 7 371 7 f 22x	1 %x1 i	Pal. Sing. Pau Am.	1919 1921 1921 1914 1918	6-42 6-66	3 3 3 4 3 3 3 4 4 4 1 4 3 3 1 4 3 3 1 4	14 14 15	. 36½x1 . 32½x1¼		1916 1916 1916	Ř S M	3343	-	45½x½ 38x¾ 38x¾ 45½x½	Signal	1917 1918 1918 1918 1918	300 F H.	3 41/2 3 33/4 3 41/8 3 41/8	4	
Nelson	1919 1920 1921 1917	Ser.AK12 Ser.A-F Sex.BB Ser.BB	4 27 8 31/2 2 31/8 2 31/8 2 31/8	f 241 f 371 f 371 6 38x	2x1 6x1	Pan Parker	1921 1920 1921 1921 1921	A	4 3½ 3 4	延 列 列	28x ² / ₃₆ / ₃ / _x 1/ _x 36/ _x x1/ _x 38x2 38x2 38x2		1916 1917 1917 1917 1917	N R S M	2 3 % 3 % 3 % 3 % 3 % 3 % 3 % 3 % 3 % 3		45½x74 38x34 45½x74 45½x74	Simplex	1918 1918 1914 1914 1914	M R A-2 B-2	# 4 4 4 4 5 5 5 4 4 4 6 5 5 5 6 6 6 6 6 6	% v 38	Bx ⁶ /8 1x ³ /4
New Ero	1918 1919 1919 1921	D-Tour D-4-29	2 318	f 367 f 367	%x1½ %x1½ 1¼	Par-Pal'r . Paterson .	1921 1915 1916 1915	M-20 32 32 4 32	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	14 % % 14 E	39)-4x2		1918 1918 1916 1917	M 	33% %		45½x½ 38x¾ 38x¾	Singer	1915 1916 1917 1915	S'plex E CraneS-5 Five			1x34 1x34 2x74 2x74
New Era Noble Tr. Norwalk.	1915 1915 1915	D F	4 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	B	* * * * * * * * * * * * * * * * * * *		1918	6-45 6-45R 6-45	00.4	14	31½x¾ 31½x¾ 31½x¾ 31½x¾ 31½x¾ 31½x¾	Republic .	1919 1920 1921 1914 1917	T-6 4-Cyl.	3 3 1/4 1/4 3 31/4 8/	¥	451/2x7/6 35x9/6-28° 391/2x7/8 41x5/8	Skelton	1918 1921 1921	35	5 4 5 4 3 27/8		914x1 274x1
	1916 1916 1916 1917 1917	D F C	34 1			Path- finder	1919	6-46 6-50 6-Cyl.	3 31, 3 31, 3 43, 3 31, ₂	14 E	31½x¾ 32x1⅓	Revere	1918 1920 1921 1918 1918	9 10E A	2 23 / 1/	E	30 ³ 4×1 36 ¹ 4×1 ¹ 2	Spaulding	1915 1916 1915 1916	H H I B-16	3 4 4 1 3 4 4 1 3 4 4 4 1 3 8 1 4 1	(S) (S) (S)	
Noma N'way Tr	1917	F	33183	f x	6x 64-28 °		1915 1915 1916 1016	7B 7C 8A 8B	33333	16 .		Richmond	1918 1921 1916 1 <u>9</u> 16	C CD 4-35 H-6-50	1 41/2 1/2 3 41/1 1/4 3 4 1/4 3 4 1/4		31x134	Stafford States Standard.	1914 1917 1915 1916	B 6 F-8	10 10 10 10 10 10 10 10 10 10 10 10 10 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Oakland	1915 1915 1916	37 49 32	9 02 / 8) . I	D-7 H		1916 1917 1917 1917 1917	2B 2C 2D 3A	3 27/8 3 27/8 3 27/8 3 27/8	36			1917 1917	RA-6-45 RAC-54 RAH-6-	3 31/8 1/3			Stanley	1917 1917 1918 1921 1915	F G 8-1	3 3 4 9 3 3 4 9 3 3 4 9 9 4 4 4	(i)	
٦	1917 1917 1917 1918 1918	50 52-B 34 24-B 34-B	3 3½ 3 3 2½ 3 3 2½ 3 2 2½ 3	v 30x- v 30x- v 30x- v 30x-	- %-28° 28° 28° 28° 28° 28° 28° 28°	Patriot Peerless	1917 1917 1918 1920	3C 1/4 Ton	3 27/8 3 27/8 3 27/8	% %	31½21¼		1918 1918 1919 1921	D-4-75 C-6-54 C-6-54 4-75E		lar I	32x1 37½x54 37½x54	Stanwood	1918 1918	795 736	4 4 9	16 f 32	21/5×11/4 L
Ogren	1920 1921 1916 1917 1918		3 234 3	v 30x	%-28° 2x5%-38°		14-5 14-5 1915 1915	48–6 60–6 D D EE	34 334	%		Robinson	1916 1916 1917	Whale Jumbo Whale	3 4 34 3 31 2 10 4 614 36 6 514 36 6 514 36 6 614 36 3 3 14 36			Stearns	1914 1915 1914 1915	SK-4 SK-4 SK-6 SK-8	2 414 2 414 2 414 2 414	2 (a) (a) (a)	
Hickory	1916 1917	M M	3314 5	v 371/2 v 371/2 v 371/2	x3/ x3/ x3/		1915 1916 1916	38 6 48-6 60-6 D D EE 54 55 FF FF 56 2d Ser-57	3 3 3 4 3 3 3 4 3 3 3 4	% · · · · · · · · · · · · · · · · · · ·	**********	Royce.	1920 1921 1921	Ambul 13, 14 40-50	3	f	36½x1½ x1½ x5%		1918	D.	2 334 5 4 334 5 4 334 5 3	16 v 34	1%x1%x28°
Old Rel'le	1921 1921 1921 1915	B, C D K,L,M 54	3 41/1 1/2 3 43/4 1/2 3 5 1/2 3 43/4 5/2	fx2 fx2 fx2 fx2	x34-38°		1918	Ed Dor Di	3 31/4	% %		Ross	1916 1917 18-9 1917 1918	G .	3 314 34 3 314 35 3 314 35		31½x1½	Stephan.	1917 1920 1915 1921	SK-8 SKLA Light-4 SKL-4		8 f 22 is v 39 8 f 22 is f 36	2x1 2x5/s-28 2x1 3/4x1 3/4x1/6-28°
	1915	55 42	3 4 4 2 7 8 8 4 2 7 8 8 8	4412	2/ 200	Pennsy.	16-7 16-7 1921	ton 5 ton 56 Ser-6	3314	♥ ▼	58}3x\$4-28° 58}3x\$4-28° 58}3x\$4-28° 58}3x\$4-28°	SCV	1915	6-30 48	[V I	30X% 20_5/	Starona	1921 1921 1919	Ser-80 E	3 4 1/6 1	47 f 37	1/2×9/8 1/2×11/8 1/4×11/2
	1916 1917 1918 1918 1918 1918 1919 1919 1921	45 45 45-A 45-B	3 2 3 3 3 4 2 7 8 3 4 2 7 8 3 4	v 32x5 v 4416 v 44x5 v 44x5	x34-38° 6-38° 6-38° 6-38° 8-38° 8-38° 8-38°	Piedmont.	1916 1917 1919 1921 1914	R 3	3 3 3 3 3 3 3 3 3 3 3 3 4 4 4	%	29x34	Sandow	1916 1917 1918 1916 1917	11/2 ton 11/2 ton 11/2 ton 2 ton 2 ton 2 ton 3 ton	34/8/4 34/8/4 34/8/4 34/8/4		**********	Stewart Tr Stoughton	1921 1921 1921	A, B D F	4 3 4 3 4 3 4 4 4 4 1 1	f 39 f 40	14x114 136x114 x134 x2 x2
Olympian	1917	37A 37-A 46	4 2% 3 3 2% % 3 3 334 %	v 3014 3014 4414	x5/8-38° x5/8 x3/4	Pierce- Arrow	1914 4 1914 (1915)	18B-2 56A-2 38C-3	4 41/2 4 5 4 4	/4			72701) WILL	3 41/6 1/4 3 41/2 1/4 3 41/2 1/4 3 41/2 1/4	n mi ma ma .	38%x3/4 373/4x8/4 383/4x3/4	Studebake	1915	EC	3 3 ½ ½ ½ ¾ 3 ½ ½ ¾ 4 3 ½ ½ ¾ 4	6 f 31 6 f 31 7 f 31	xI x1 x1 x1 x1
Oneida, Tr Orleans.	1921 1921 1921	AII A B	34 34 34 34 34	f . x2 f . x3			1914 4 1914 4 1915 4 1915 4 1916 4 1916 4 1917 3 1917 4	56A-3 38C-4 48B-4 56A-4	4 5 3 4 3 4 ¹ / ₂	4-21/4/1/4-12/1-12/1-12/1-12/1-12/1-12/1	30x5%-45° 3832×5%	Saxon	1918 3 1918 3 1918 3 1915 3 1915 8	io A Six	3 4½ ½ ½ 34 3 4½ ½ 34 3 25% ½ 34 3 25% ½	و الدو الما و الدو الما و	388%x84 3774x84 3834x84 385x1 35x1 35x1 35x1 35x1 35x1 35x1 15x1 1	1	1915 1916 1916 1917 1917 1918 1918 1918 1919 1919 1919	SF-7 EG EH SH		f 31: 6 f 31: 6 f 31: 6 f 31:	x1 x1 x1 x1
Overland.	1915 8 1915 8 1915 8 1915 8	30 81 32 75	2 41/8 3/8 3/8 3/8 3/8 3/8 3/8 3/8 3/8 3/8 3	f x2 f 35% f 33x1 f 32x8		j	1918 d 1918 3	8B-5 8C-5	3 4 1/4 3 5 3 4 3 4 1/4	74 · · ·			1915 8 1916 8 1917 8 1917 1	5-2 5-4 8-5 8-14	3 2 1/4 1/4 3 2 1/4 1/4 3 2 1/4 1/4 3 2 1/4 1/4 3 2 3/4 1/4		55x1 35x1 35x1 35x1 35x1		1919 1919 1919 1921 1921	EH EG SH EG EH-6	4 3 ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½	f 31:	x1 x1
	1916 7 16-7 8 1917 8 1916 8	All All B C B80 B81 S2 575 575-75 585-6 33-BOE 90 P L D	4 33/8 8/ 2 41/8 3/ 2 31/4 1/4 2 41/8 3/ 2 41/8 3/	f 32x3 f 32x3 f 3534 f 32x3 f 35\6 f 35x1	xi 4 xi	Pilot	1918 6 1920 5 1921 . 1916 6 1917 6	66A-5 Ton	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	V X V	39x5%-45° 38 ²¹ 2x5%		1918 1919 1916	Y-18-6cy H&A	3 21/2 3/3	1 2 4	35x1 35x1 11 ¹ / ₄ x ⁵ / ₈	Stutz	1921 1914 1915 1915 1915 1916	EJ-6 21 E F	0 0 7 8 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7	25	%x34
	1917 1918 1918 8	90 90 P L D 35-6B	4 3 % %	f 331x3/2 f 331/2 f 36x1	x7/e		1918 6 1921 6	-4 5 45	331/8/331/8/331/8/31/8/31/81/8/31/81/8/31/8/31/8/31/8/31/8/31/81/8/3	16 · · ·	32x34		1918 I 1919 I	AF	2314 14	v 4	11 % x % 11 % x 5% 11 % x 5% 11 % x 5%		1915 1916 1916 1916	E	3 434 14 3 434 14 3 434 14		

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		PISTON RINGS FAN BELTS		PISTON FAN BELTS			PISTON RINGS FAN BELTS			PISTON RINGS FAN BELTS
ÇAR	Year	Number Usc Bore Width of Groov Type	CAR Legs	Number Used Bore Width of Groov Tyce	CAR	Year Model	Number Used Bore Width of Grou Type	CAR	Year Model	Number Use Bore Width of Gr Type
	N ×	Num Wid Typ		N HAMPIN			1 1 1 1			
SE WE	1917 R-4	1 3 4 3 4 1 4 1	Tulsa 1918 D-1 1919 D-1	3 3 4 33	Wasp	1921 211 1915 0-35 1915 U-50	3 4 1/4 f 11/2 3 3 1/2 1/4 f	Wil.K'ght	10-1 788-8	3 3 3 5 5 6
Sullivan .	11919 E	3 4 1/8 1/4	1919 D-1 1921 E-1-2-3	3 3½ ½	Westcore.	1915 U-50	3 31/2 3/61	1	1918 88-8	41/8
Sun	1916 16 1917 17	3/31/8 3/6	Twin City			11016/41	3 3 4 4	Winther.	1921 61	3 3 4 % 35 1/2x1 1/4
Templar.	1918 445	4 33 6 36 32x1	Twin City F.W.D. 1921 A, B	4 3 1/2 1/4 37 a 1 4 5 1/2 3/8 v 43 x 3/4		1916 51 1917 S-17 1918 18	3 3 1/2 1/6	Winton	1915 21A	334 4
	1919 475	4 33/8 % 32x1 4 33/8 % 305/8x11/2	Universal 1915 Velie 1915 15-Ser-1	5 3 3 ½ ½ f 31½x¼		1918 18	3 31/2 1/2		1916 21A	3 3 3 4 1
Thomas.	1921 445 1914	4 5½ ¼ v 44x¾	Velie 1915 15-Ser-1 1916 22-Ser-2 1916 B'well-2	2 2 3 4 4 f 31 1/2x 1/4		1919 A-48 1921 C-38 1921 C-48 1921 W. L	3 312 %		1917 21A	3 334 14 3014-84-40*
тионыя.	1915	v 44x34	1916 B'well-2 1917 B'well-2	7 3 3 3 4 1 1 1 31 1 1 1 1 1 1 1 1 1 1 1		1921 C-38	3 3 1/4 1/4 f 35 3/4 x 1 1/4 3 3 1/2 1/4 v 45 x 5/8	l li	1916 22A	3 3 4 1/2 v 391/3x 3/4 40*
	1916	v 44x34	1916 B'well-2	8 3 3 1/2 f 31/2x/4	Western.	1921 W. L	3 41/6 % If 139x1		1917 22A	3 3 4 1 v 39 2x 26-40°
Tiffip	1917 1916 R	3 334 %	1917 R'well-2	8 3 3 1/4 1 1/4 1 1 31 1/2 x 3/4		1921 W-34ton 1914 GEC	1 3 4 ½ % f 42x2		1915 22	3 4 1/2 1/2 V 41 X 1/2 PK-40 1
TIME	19168	3 334 36	1918 38	3 3 ½ ½ f 31 ½x¾	White	1914 GEU	73 414 14		1917 22A	3 334 4 v 391/2x%-40°
	1917 R	3 3 4 3	1919/39	3 3 ½ 1/6 f 31 1/2 x 1/4 f 31 1/2 x 1/4		1917 GM-Ser1 1918 GM 1918 GMT	34444]	1917 22	3 412 14 v 41x34 40°
Titan	1917 S 1918 5 to	3 4 1 6 1 4	1918 38 1919 39 1920 48 1920 34	f 31½x¾		1918 GMT	3 4 1/4 1/4 1]:	1918 33	3 4 2 4
	1918 6 to	3 4 1/2 1/4	11921148	3 31/4 1/4 301/2x11/4	White	1921 E1 ton,	3 334 14 V 41x5/8-60°		1918 22	v 44x56-40°
Traffic	1919 A	1 3 4/3 /4 1 3 4/5 /4 1 3 3 3 4 /4 1 x1 /4 3 3 3 4 /4 1 3 3 3 4 /4 3 3 3 4 /4 1 3 3 3 4 /4 1 3 3 3 4 /4 1 3 3 3 4 /4 1	Walker- Johnson 1921 B	3 74	Hickory	H1½ 1921 K-2½ 1914 K-17 1915 K-19	3 4 1/4 1/4 f 33 3/4 x 1 3/4		1918 188-8 1921 161 1915 21 A 1915 21 A 1915 21 A 1917 21 A 1917 22 A 1917 22 A 1917 22 A 1916 22 1916 22 1916 22 1916 22 1916 22 1918 22 1918 33 1918 48 1918 24 1918 18	v 4312x54-40°
Triangle	1921 C	334 14	Watson, 1921 B	4 3% 14 40x11/2	Wil.K'gh	1914 K-17	3 4 5	Wiss Will	1921 P 1921 P 1921 K 1916 K	3 3 4 1/4 435/8 x 5/8
	1921 AA	3 314 % f 34x1	Vim 1918 21	3 3 1/2		18-1 7784	3 4 5	Wolv.Tr.	1921	. 3 311 14 26x114
Trumbull	1916 A	3 27 27	Vulcan 1914	231/21/4		16-1 7784 16-1 787	2416 36	Yale	1916 K	23
	1916 B 1916 C	3 2 7 3 3	Wass 1018	3 3 3 4 3		16-1 788-4	2 4½ ½ f 33x1	Zim-man.	1915	. 3 3 1/2 1/2

Spark Plug, Head Light Lens and Exhaust Pipe Sizes for Cars and Trucks from 1915 to 1921

SPARK PLUGS-L means Long; S means Short; EL means Extra Long; M means Metric.

				SF	ARK	PLUGS-	L m	eans L	ong; S	mes	ans Sh	ort; EL me	ans	Extra .	Long;	M III	eans	Metric.	-			
CAR	Year	Model	Opening In Rim Outside Outside		Outside Exhaust Dismeter Pres	CAR	Year	Model	Opening In Rim Chutside	Size sti	Outside Exhausr Dismeter Pres	CAR	Year	Model	Opening in Rim Outside	ts est	Outside Exhaust Diameter Pres	CAR	Year	Model		Spark Flug Sue Outside Extra our Diameter Pres
Abbott- Detroit.	1915 1915 1916 16-17	Road Tour 8-80 6-44	83/6	7/8 7/8 7/8 3/8 7/8 7/8 7/8	11/2	Armleder.	1916 1916 1918 1918 1921	HW KW-2 KW-31/2 20-1T	73/4 8	14 14 14 14 14 14 14 14 14 14 14 14 14 1	21/2 21/2 21/2 21/2 21/2	Biddle Bimel Bourne	1919 1920 1917 1917	H-3 H-3 4 Tour 4 Road	99	8	21/4	Cadillac.	1913 1914 1915 1916 1917	All All All Type 57 Type 57	7 8 2	19% 19% 19% 19% 19%
AceAdams-LanciaAlcoAll-Amer. AllenAlterAlterAlterAlterAlterAlter	1918 1921 1918 14 to 17 1913 1919 1920 1921 1915 1915 1916	8-90 644 All 21/2T 1 ton 35A, 35B 11 A AB B-1, C11 38, 40 33,34,35	81/4	74 74 74 74 74 74 74 74 74 74 74 74 74 7	214 214 214 214 2 2 2 2 2 2 134 134 134 134	Atco Atterbury Auburn Austin Autocar. Avery Co	1921 1921 1921 1921 1919 1920 1921 1915 1916 1917 1918 1919	HW-21/2 KW-31/2 A B, B1 7 R, C 7 R, CX 20R, 7CX 7D, 8E 4-40,6-40 6-40,38,43 6-39,44 6-44,6-39 6-29,39 6-39,10 R	734 88 734 88 734 86 61/2 86 6	14 14 14 14 14 14 14 14 14 14 14 14 14 1	21.42.44.44.4.4.4.4.4.4.4.4.4.4.4.4.4.4.	Bourne . Magnetic Tr.) Bour- Davis. Brewster Briggs- Detroit	1917 1918 1918 1920 1921 1916 1917 1918 1919	21 41 41 41 41 41 02	856 9	<u>ا</u> ا	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Cadillac Tr Cambl.pe Capitol Case	1916 1920 1921 1916 1916 1917 1917 1918 1921 1921 1921 1916	Type 57 59 1 ton B 1 ton F 1 ton F "Four" G-114 K-212 H22, M31	894 994 7 894 994 8 894 994 8 88 8 8 88 994 7 812 934 7 712 815 8	11/2
Alter	1919 1921 1915 1916 1917 1914 1913	43 43 4-27 C EF-17 50 Scout	7% 1	501/2 / 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	2	Austin	1915 1916 1918 1919 1919 1921 1921	66 48-66 Highw'y Highw'y XXI-F XXI-F,C XXVI-	8 7 5% 7 75% 9	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	3 3 134 134 212	Briscoe	1918 1921 1914	H F 14 B-15 15 4-38 8-38 4-24	7 7 8		2½ 1½ 1½ 1½ 1½ 1½	Chadwio Chalmen Champic Champic	11920		1 9/2	4 214
Amer.Six	1617 1819	A-Ser 1 B-30	9	9 91/2 7/4 91/2	13/4 21/4	Avery Co	1917 1917 1917	7 1 ton 7 2 tons 7 3 tons	81/2	1/4 1/4 1/4			1917 1918 1918	4-24 24 T-24	8 10		1% 1% 1%		1915 1915 1915	29 32(6-40)	714 888	256
Ames	1914 1914 1914	1 44		9/2 7/8 1/8	13/4 21/4 22/4 22 2 2	Beck	. 1918 1918 1918	B B B C		12 12 12 12 13 14 14 14	21/4 21/4 21/4		1919 1920 1921	4-24 4-24 4-34	8	2/13/6	11/4 11/4 11/4 11/4 21/8 21/8		1916 1916	32(6-40) 35(6-30)	714 884 714 884 714 884 714 884 714 884 714 884 714 884 714 714 715 715 715 715 715 715 715 715 715 715	25/6 28/6 29/6 29/6 23/6
Amplex	1918	5 4 8 K		M	. 2		191 191 191	9 A 9 B 9 C		1/6	21/4 21/4 21/4 21/4 21/4 21/4 21/4 11/4 1	Brockwa	y 1919 1915 1920	5H I S 21/4	7	% %	2% 2% 21/4	Chempic	1917 1918	35 6–30	10% 7 10% 7 7% 8% 7 8½ 9½ 8½ 9½	23/4
Ama-Strle	1916 191	6 EK 7 Road				Beggs Bell	. 192 . 191 . 191	1 T20 6 A-16 7 A-17	1	914 1/4 914 1/4 914 1/4	2½ 2½ 1½	Buckeye Buick	1914			% %L		Chandle	1916	B	812 914 812 914 914 914 914	2
Anderson	191 191 191 191 191	6 200A 7 200A 6 300A 7 300A 8 43 9 43		9 1/2 1/8 91/2 1/8 91/2 1/8 91/2 1/8	21/4	Beggs Bell Ben Hur	191 191 191 191 191 191	8 18 7 17 8 17 5 A 5 C 6 A		91/2 91/4 93/8 93/8	1¾ 2¼ 2¼ 2¼		191: 191: 191: 191: 191: 191:	C-25 C-36 5 37 5 54 5 55 C-4	7½ 8 7½ 8 7½ 8 7½ 8 7½ 8	1/2 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4	214 214 214 214 214 214	Chase.	1918 1918 1921 1921 1921	Ser 20 1 N.S.192 8 0-173 5 L 5 H2	8½10¾ 8½ 1 9½	2
Amplex Ams-StrIg Anderson Apperson	192 191 191 191 191 191 191 191	Sixes 40 4 4-45,55 4 6-45,60 5 4-40,6-4 6 6-60 6 8 7 6-17 7 8-17	7% 8 9	9 18 10 10 11 18 18 18 18 18 18 18 18 18 18 18 18	2½ 2½ 2½ 2½ 2½ 1½ 1½	Bethlehe	191 191 191 191 191 191 191 191	6 C 6 E 6 H 18 D-2 ton 18 E-3 ton 19 D 19 E 19 F 20 F 16 C	71/2 71/2 71/2 71/2 71/2	93/8 93/8 1/2 1/8 81/2 81/2	2 2 2 2 2 2 2 2 2 2 2 2		191 191 191 191 191 191 191 191	C-24 C-25 C-25 C-36 537 54 50-44 60-47 60-47 60-47 60-55 745 80-35 80-49 9 All	81/2	%I %I %I %I 1%I 1%I 1%I 1%I	21/4	CHEALON	191 191 191 191 191 191 191 191	5 H2 5 H4 5 BabyGr 5 H2½ 5 H3 5 Monroe 6 BabyGr 6 Ames y 16 Roy M 16 4-90 17 4 90 18 Baby Gr	634 8 634 8 934 8 934 8 934 8 934 8 934 8 934 8 934 8	222222222222222222222222222222222222222
Argonne. Astra Argo	192	90	. 9 . 81/4	91/2 7/8	2½ 1½ 1½	Biddle	191 191 191 191	16 C 16 D 17 D 18 D		93/8 1/8	21/2 21/4 21/4 21/4 21/4 21/4	Bush	191 192 191 191	9 All 0 All 9 A 9 D		7/8	2½ 1¾ 1¾ 1¾ 1¾ 2½ 2½		191 191 191	16 4-90 17 4 90 17 Baby C	hr 81/2	214 214 214

			LE	NSE	8	Exhaust						LEI	NSES		Exhaust Pipe				LENSE	S	.DBT				LEN	SES	
CAR			Hea	dligh	- Sign	-	-		CAR			Hea	dlight	Sign	- Pipe	CAR			Headlight	- 50	PIPE	CAR			Headli	0	
Chevrolet	Year	Model	Opening in Bun	Outside	Spark Plug	-	Distriction			Year	Model	Opening in Rim	Outside	Spark Plug	Outside Diameter		Year	Model	Opening in Rum Outside Diameter	Spark Plug	Outside Dismeter		Year	Model	Opening un Run	Outside Diameter	DIA NARGO
Cheatmer	1918 1918 1919	4-90 FABG D-8 Cyl 490 FBGT	! ÷	8	12 7/8 7/8 7/8 7/8	13 23	./4/8	Di	avis	1918 1918	6K 6H 6I		- 8½ - 8½	7/8	21/4	Empire	1917 1917 1917 1918	70 70 <u>A</u> 50	91 91 91 91 91	7/8	21/4 21/4 21/4	Grant Truck Great Eagle.	. 1915 1916	12		7/6	
Cl eveland	1920 1920 1919	FBT 490 D4, D5	73	. 8		2 2 1 2 2		ת	ay Elder	1919 1919 1921	6K HI, L&F J M 51 to 57	85/8	91/2	₹8	2 21/4 21/4	Enger		50 6–50 Twin 6	9 10	7/81/81/81/81/81/81/81/81/81/81/81/81/81/	1½ 1½	Great- Western	n 1915	40-A		7/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1	
Jimber Jydesdale	1921 1921 1914	S Six	73	10 7 10	1/2 1/2 1/2	21 21 21 21	5 43/3/		ay Eddet	1916 1917 1917	DE-Jr DE-Sr DE-Sr A, B	71		N.XXX	2½ 1½ 2½ 1½ 1½	Erbes Erie	1917 1916 1917 1917		9 10	1/8	2	H.A.L.,	1916 1917 1918	22 22 12	8½ 8½	914 1/4 914 1/4 914 1/4 101/2 1/4	
	1914 1915 1915	Big 6		10 ¹ 10 ¹ 10 ¹ 10 ¹	1/4 /2 /2 /2 /2 /2 /2 /2 /2 /2 /2 /2 /2 /2	21 21 21 21 21 21 21	2002000		e Dion Bouton	1921 1921 1915	C,D,F E EQ	7½ 7½ 7½	. 1101/2	7/8 M M	2½ 2½ 2¾	Essex	1929 1921	A	61/4 71/ 85/ 71/4 85/	1/8 M	21/2	Hall	1918 1918 1916	2-Ton 3½-Ton 5-Ton S-Ser		5½ 5¼ 9¼ ¼	
	1915 1915 1915	10-4 Std 4 Little 6 4-40	81/ 81/ 81/ 81/	8 9	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX			D	eñance. eKalb	1919 1921	B D&E Junior	81/4	10%	1/4 1/4 1/4 1/4	21/4 21/4 25/8 25/8 25/8 21/3	Fiat	1815 1915 1916 1916	55 55	8½ 9½ 8½ 9	6 7/2 3/4	284 284	Handley- Knight	1919 1919 1921	20	814	914 34 914 34 914 34 814 74	
	1916 1917 1917	6-66 8-50 9-60 8-61	81 81 81 81	91	4 76	2222	a) al al al al	De	enby	1918 1919	E21/4 E21/4			XXXX	25/8 21/8 21/3	Fageol	1917 1918 1917 1918	55 55	101/	76	23/8	Hanson Six Harvard.	. 1921			101/2 1/2	
	1918 1919 1920	Aero 870 All		91	6 3/8 2 3/8	22222222222222222222222222222222222222				1916 1917 1918 1918	R R 12 13		101	74.XX	21/4	Federal Ferris Ford,	1920 1921 1915 1915	WD C-20 Split'f GD	71/2 83/ 7 81/	6136	21/3 21/4 11/2	Harvey	1917			X X X X X X X X X X X X X X X X X X X	
Collier Columbia	1917	M 22,21/2T A	1/28	93	17/8	25 28 23 13	9/8/4/4		enmo etroiter.	1917 1915	K-12-B 10 C		43/4		21/4 21/4 13/4 11/5		1916 1916	Leece Leece Heinze	7 81	2 1/2	1½ 1½ 1½ 1½	Harroun.		AA-1 AA-1		7½ ½ 7½ ½ 7½ ½	
	1918 1919 1920 1921	E	8	85	1/8 /8 /8 /8 /8 /8 /8 /8 /8 /8 /8 /8 /8 /	2 2 2 2 2 3	- 1			1916 1916 1917	6-45 6-46		95/8 95/8 95/8	1/2	11/2		1915 1915 1915	Heinze Genemot North-E. West	7 81	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	1X: 1X: 1X: 1X:	Hatfield.	1920 1916 1916 1916	H I J		7% % %	
Comet	1917 1918 1918			85 91 91 81	2 12	23		Di	le sbrow spatch	1916 1917	Small D		81/2	7/4 1/4 1/2	21/6		1916 1916	Kemco Kemco G & D Dyneto	7 81			Наупев		A C 26	81/4 83/4	914 14 914 14 914 14	
Concord	1917 1918	E E, EP		8	1/6	23				1916 1917 1917 1918	H L N	01/	85.8 85.8 85.8 85.8 85.8	14 14 14 14 14 14 14 14 14 14 14 14 14 1			1916 1917 1917	North-E. Berns St A-B-C G & D	7 81		XXXX		1914 1914 1914 1914	28 30 31		10% 1/3 10% 1/4	
Berbitt	1919	B A-B BX			7/8	19	:	Di	xie xie Flyer	1916 1916 1917	56 L	83/8	85/8 81/2 81/2 81/2 85/8	7/8 7/8 7/8	2 2 2 3 2 3 2 8	Fostoria.	1918 1919 1920 1916	r r	31/2	1/2/2/2	IX IX IX IX		1914 1915 1915 1915 1915	30 31 32		10% % 10% % 10% % 10% %	
Cortland Cart	1918 1918 1916 1917	C		t0 10	1/2			De	odge	1919 1920	HS-50 HS-70	71/9	83/4 83/4 83/8 88/4	7/4	236	Four- Wheel Drive	1916 1917 1919 1920	BStg.Ltg. BStg.Ltg. B	6 63	/6	916		1915 1916 1916 16-17	38 34 35	9 9	10% % 10% % 10% %	
Crawford	1916 1917 1918	6-35 6-35 6 17-40 18-6-40		81 81 9	2 7/8	21 23 23 21 21 21	4/4/4/4			1916 1917 1918 1919		73/8 73/8 73/8 73/8	83/4 83/4 83/4	74 74 74 74	2 2 2 2	Franklin.	1921 1914	2 3 4	81/4 95/ 81/2 91/ 81/2 91/ 81/4 91/	2 X	222222222		16-17 16-17 16-17 1917	37 40 41	9	101/2 1/4 101/2 1/4 101/2 1/4 101/2 1/4	
Crow Elkhart	1921 1915 1916 1916	CE-30 CF-30 CE-33 CE-35 35	8 71 71		4 76	13	<i>i</i>	De	orris	1915 1915	Tour H I	73/	83/4 83/4 9		2 2 2 3 3			5 6 7 8	81/2 91/ 9 103/ 9 103/ 9 103/	1/2	2 2 2		1917 1917 1917 1918	43		101/3 1/3 101/4 1/3 101/4 1/4 101/4 1/3	
	1917 1918 1918	CE-35 35 CE-36			/8 / / / / / / / / / / / / / / / / / /	17, 17, 17, 17, 17, 17, 17, 17, 17, 17,				1916 1916 1917	IA-4 IA-6 IB-6 IC-6	81 81 81	91/2 91/2 91/2 91/2	KL KL KL KL	3 3		1916 1917 1918 1919	9 9 9	8 85 8 85 8 9	7/8	11/4 11/4 11/4 11/4 11/4			38 39 44 38,39,39r 45-46		10½ ¼ 10½ ¼ 10¾	
	1919 1919 1919	CE-36 K-32 K-34 K-36 H-42 H-44 H-46	91 91 91 91 91	9599		212222222222222222222222222222222222222	1	D	ort	1921	6-80 6-80			12/1/2	27/4/4/4/4/4/4/4/4/4/4/4/4/4/4/4/4/4/4/4	Friend Fulton Tr	1921		7 75% 10	XXX	13/4	Herff-Br.	11915	lh-hill		87/8 1/2	
Cunning-	1919 1920 1914 1914	11-00	91, 85,	95	. 1%	111	,		4	1917 1918 1919	9 11	63/4 63/4 63/4 75/4	814	K K K	214 214 214 214	G.M.C	1915 1917 1917 1920	******		7/8 7/8 7/4	21/4 21/4 21/4 21/4	Higrade. Hollier	. 11916	4-35 H-650 A-18 166	7 7	814 X	
	1914 1915 1915 1916	V V		. 10 . 10 . 10 . 10	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX			Di	rexel rum- mond	1916 1917 1916	4-60 7-60		9 91/2	1/8		Gardner Garford	1921	K-15, 16 41,71,101 G 75	8½ 85/	6 1/4 8 1/4	21/4 21/4 21/4		1916 1917 1917 1917 1917	168 168 176	7 7 7	814 14 814 14 814 14 814 14	
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Cutting	1920 1919 1914	50	01.	. 10	1/2	- 1		E	lwards- Knight	1913 1916	25 A	81/				Geronimo Gersix	1921 1921	0A, 2 5 K 15A,18,17	97	. 1/2	2½ 2¼ 2¼ 2¼ 2½	Hoover.	1919 1920 1921 1917	4	81/4	914 914 914 79	
Dames	1916 1916 1917 1917	B A A	81/ 81/ 81/ 81/ 81/	9 9 9	14 14 14 14 14 14 14 14 14 14 14 14 14 1	13	4/4/4/4/	<u>[GI</u>	OBT	1916 1916 1916 1917	B B D	81 81 81 81	914 914 914 10	1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2	21/8 21/8 21/8 21/4	Glide	1916 1916	Lt.6-40 30 Lt.6-40	98 93 93	4 /4 4 /4 4 /4	2½ 2½ 2½ 2½	Hudson	1914 1915 1914 1915	6-40 6-40 6-54 6-54 6-40 Super-6	81/2 81/2 81/2 81/2 81/2	9¼ ¼ 9¼ ¼ 9¼ ¼ 9¼ ¼ 9 ¼	
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	Уевг	Model	Opening in Rim	Outside Diameter Spark Plug	Outside		Year	Model	Opening in Rim	Outside	Spark Plug	Outside Diameter	·	Year	Model	Opening in Rim	Outside Diameter	Spark Plug	Outside	1.	Year	Model	Opening in Rim	Outside Diameter Spark Plug	Outside Diameter
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dent Inter- Harvester	1921 I 1921 I 1916 I 1916 I	1-25/2 5-33/2		7/8 7/8	21/4 21/2 21/2	LaFayett Lambert Lancier., Lapeer	1914 1918 1918	134		91/2	7/8	134	Majestic. Marathon	1917				72/22/21/21			1917 M 1918 6 1919 S 1919 7	í-5. r	73/4	81/2 1/4 81/2 1/4 81/4 1/4 81/4 1/4	184 194 184 184 194
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ndiana	1918 1921 H 1921 C 1918 H 1918 H)	79/8 78/4 78/4	8½ 85/8 85/8 1/2	11/2 2 23/8 23/8 23/8	Leach		20-A, B,	81/2	9	7/8		Maria	1915 1915 1915 1915	4	81/2	10 10 10 10 10 91/2	Solation and and an	**************************************		1915 6- 1916 6- 1916 6- 1917 6- 1917 6-	-30 · -40 · -43		8% EI 8% EI 10% %	L 2
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Isotta-	1918 1		71/2	93/8 1/2 95/8 7/8 95/8 7/8 81/4 7/8	2 2	Lexingto	1918 1919 1920 1921	S	75/6	91/2 91/2 101/4 81/4		2 2 2 2		1916 1917 1917 1918	34 41 34 34	0.78	10½ 7 10½ 7 10½ 7 10½ 7 10½ 7	79 I	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Moore	1916 30 1917 30 1919 30 1915)-C		9 9 2/2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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Street.	1916 (1916 . 1917 .	Chest 6 Chest 6	73/4 9 9 81/4 81/4 71/4 73/4	81/2 7/4 93/4 7/4 93/4 7/4 91/2 7/4 81/2 7/6	214 214 214 214	Lippard- Stewar	1921 1915	M	8%	9	1/8	2 2		1918 1919 1920 1920 1919	DO: ZHO 14	7% 7%	87/8 87/8 87/8 87/8 87/8	28 / L	115666666666666666666666666666666666666	National .	1920 68 1920 1915 A. 1915 A.	A	8	814 814 	
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Kelly- Bpringf'd.	1915 .			7/8 7/8 7/8 7/8 7/8 7/8	2	bile	1915 1916 1917	M 5	999	934 934 934 934	XXXXXX	28/4 28/4 28/4 28/4		1916 1917	350 22-70 22-72 22-73 22-74	9 91/8	934	2 / 2 / 2 / 2 / 2 / 2 / 2 / 2 / 2 / 2 /	. ಬಾಣಾಣಣಾಣ	Nelson	1920 Se 1921 B	BSex.	81/2 81/2 81/2	91/4 1/4	21/2
	1919 H 1919 H 1919 H 1919 H	C-35 C-32 C-36		XXXXXX	2 2 2 2 2 2 3 4 6	Lorraine	1918	2-48	9	93/4 83/4 83/4	7	2% 2% 2% 2% 2% 2% 2% 2% 2%	Mercury Meteor Pa	1920 1919 1918	22-74 19-50 B BB		81/2	***	3	Nelson & Le Moon New Era Noble Tr	1921 F 1921 F 1916 Si 1921 A	-11,21 -31, 5 imp ty -21	t l .		256 21/4 15/4 21/4
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Kent Kimbali	1921 F	5, 36 (40,41, 2,50,60	1		21/2		1916 1916 1917 1917	34 30 32	81/2 81/2 81/3 81/3	91/2 91/2 91/2 91/2	XXXX	218		1918	22 25 25G	73/6	83/4 83/4 85/6	EL EL			1916 D 1916 F 1917 C 1917 D 1917 F			XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	23/6 23/6 23/6 23/6
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Rissel Kar	1920 E 1915 4 1915 6 1916 4 1916 6	-36 -42	8 8 8	914 74 914 74 914 74 914 74 914 74 914 74 8 74 8 74 74			1916 1917 1918 1919		81/2 81/2 81/2 81/2	91/2 91/2 91/2 91/2 91/2 101/4 101/4	7/4 7/4 7/4 7/4	374 374 374 374 374 374 374 374 374 374		1916 1916 1917 1917	A B B Lt-4 Lt-6 6 of 16 Eight C-42 D-40 Sp C-42 C-40 E-40 F-40 F-40 F-40 F-40	1757	91447994479944799447994479947999447999447999447999447994799479947994799479947994799479947994799479947994799479	4			1917 50	2.18		999999999999999999999999999999999999999	194 2 2)4 2)4 2)4 2)4 2)4 2)4 2)4 2)4 2)4
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	1919 H	3-6 3B-6		8 7/8	29/2	Maccar.	1916 1917 1918	6–19 M	71/2 71/2 9 9	91/2	7/2	21/4	Moline	1915 1916 1917	MK-40 MK-40 MK-50	8½ 8½ 8½	/	- Selected		Ogreu	1920 1921 34 1916 6- 1916 6- 1917 6- 1916 L	4-C -50 -50 -50		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
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Knoz	1915 3	20J		85/8 7/8 85/8 7/8 7/8 7/8 7/8 7/8	214		1915	T-7 T T-7	****	93/4 93/4 93/4 93/4	7/8 7/8 7/8		Monitor.	1920 1919 1921 1915	,ום ,טט-מו	83/4	10%	69/18	21/4	Old Rel'le			71/2 71/6	8½ ¼L 8½ ¼L	21/6
	1617 3 1617 3 1915 7 -#1818 1918 3	6 5 Tract 6 Tract Cractor		· · · · 278	25/6		1917 1918 1919	7.T-7 3 13 6-cyl. 7 Å	io	93/4 10 11 71/2 71/2	7/8	2 234		1915 1915 1916 1916	M-2½ M M-2 M-3	7½ 7½ 7½	8 7 81/2 7 81/2 7 81/2 7	- Carrana	11/4		1915 42 1916 43 1916 44 1917 45 1918 37	2 3 4 5	71/2 71/3 71/3 71/3 71/3 71/3	814 14L 814 14L 814 14L 814 14L 814 14L 814 14L	11/6 11/6 11/6 11/6 11/6

90						3.	PA	AR.	PL	UG	212	ES, ET	U	-CC	MT.			MOTOR	T.F	CORD	, 00	Г., Т	944
		i	LENS	ES	UBT			TO	LEN	SES	zen.				LENSI	ES	T80.				LENS	ES	(Et
CAR			Headle	chts of	EXHAUST	CAR			Head	lights o	Free	CAR			Headligh	nte en ico	Fre	CAR			Headlig	hts s	EXEL UNE
,		- -	ing ing	ing in				78	ing Ea	17 27				-	ung ide	THE STATE	Outside Diameter			76	ing En	Diameter Spark Plug Size	
	Year	Model	1	1			Year	Model					Year	Model	Opening in Rim Outside	1			Year	Model	Opening in Rim Outside		Outside
Oldern'bile	1918 1918 1919	45-A 45-B 274		81/2 7/1L 81/2 7/1 81/2 7/1	1% 1% 1% 1% 1%	Peerless	1415 1915 1915	DD	81/2 81/2 81/2	914 M 914 14M 914 14M 914 14M	3 2½ 2½ 2½ 2½ 2½ 2½	Roamer	1920 1921 1921	C-6-54 4-75 E 6-54 E	8 83 8 83 8 83	7/1/2 7/2 7/2 7/2 7/2 7/2 7/2 7/2 7/2 7/2 7	21/4 21/2 21/4 21/4	Stea 18.	1919	SK-8	3	8½ ¾ 9½ ¼ 95/4 /	1% 1% 2% 2% 2% 2%
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Overland,	1915 1915 1915 1916	80 81 82		% %L % %L	2 2	Pennsy	1921 1916 1917	56 Ser-6 T'r Run r.s.Ser.17	85/8	93/8 7/4 93/4 7/8 95/8	13/	Rush	1000		93	1/4 1/4	18/4 18/4	Stewart.	. 1915 1916 1917			814 91/8 1/8 81/8	
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	1917 1918 1918	1200 90 P L D	8	1/4 1/4 1/4 1/4	13/4		1916 1917 1917	38C-2 48B-2 38C-3 48B-3 66A-2 48B-4 48B-4 48B-4 66A-4 48B-4 66A-4 38C-5 66A-5 38C-4 All	81/2 81/2 81/2 81/2	91/2 1/4 91/2 1/4 91/2 1/4		Sanford	1918 1918	3 ton 25		У У			1918 1918 1918	SF-7 EG EH SH	81/2	20000000000000000000000000000000000000	
	1918 1918	88-6		9%	2 2 234 234	Pierce Arrow	1917 1918 1918	66A-4 48B-5 38C-5	26.96	91/2 1/8	21/4 31/4 31/4 31/4 31/4 31/4 21/4	Saxon	1918 1918 1915 1915	A Six	71/2 83	7/8 7/8 7/8			1919 1919 1919	EH EG SH	87/g 81/g 87/g	81/3 1/3 81/3 1/4 81/3 1/4	2 2 2
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		83-BOE G-A G-A G-B G-B	81/2 8	/2 /	234 234 234 238	Pilot	1915 1915	75 55 6–45 6–45		91/4 7/8	*144		1916 1917 1917 1917 1917	B-5 B-14 El 4	9 9	1 20.00	1% 1% 1%		1915 1915 1915 1916 1916	F	9	93/ 1/ 93/ 1/ 93/ 1/ 93/ 1/ 93/ 1/	
	1918 1918 1919	O-36 M W-42 W-42	10	1/2 1/4 1/4 1/4	23/8	Pratt	1918	50		Na Xa Xa Xa		Sayers &		Y-18-6cy	1		13/4		1910	F C R-4	9 9	934 74 934 78 938	
Paoirand	1920 1914 1914 1914	135	iii	M Va M Va VaM	25/8	Premier	1915	50 6-50	9	012 87		Scoville Sayers Six Scripps- Booth	1921 1915 1916	D.P. C C-4	75/8 83 85/8 83 81		21/4 11/4 11/4 11/4 11/4		1918	M-6 M-7 M-8	19 19	934 934 934	214 214 214 214
	1915 1914	335 448		76M			1916 1916 1917 1918	6C	9 9 9% 1	914 X 914 X 914 X	234 2 2		1915 1916 1916 1917 1917	D-8 C-4 D-8	83	4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4	1 2 1		1918 1918 1919	M-9 S G	9	6% 95% 91%	212
	1915 1915 1915 1915	212		M MM			1918 1919 1920 1921	6C 6D		914 918 912	2 13% 2		1920 1921	BA, 40 B-39	71/4 81 85 71/2 85	% L	234	Sullivan . Sun	1920 1919 1916	E 16	8	01/3 7/4 35/6 7/4	3 234 234 214
	1918 1918 1919	3-25 3-35	8 8	バM バル バル	21/4 21/4 21/4 21/4 21/4	Princess . Pullman	1916 1917	D F		1½ ½ ¼ 8 IEI	13/4	Belden	1914 1914 1915 1915	48		7777		Templar.	1917	445	l.,	396 VA	2
Paige	1919	3–35 325–35	8 8		21/4	a ungan	1916 1917	Pull-Jr Pull-Jr 424- Ser-1917	7	8 8 8 8 1 EI 8 1 EI	15/2	Seneca	1910 1920 1918 1919	À	81	76S	21/4 11/4	-	1919 1919 1920 1921	475] 9	7/4 15/6 15/6 15/6 15/6 15/6 15/6 15/6 15/6	2
_	1914 1914 1915	36 25 25	81/2 9	34	3 2	R.C.H Ranger Raulang	1915 1921 19-20	A-20		9 1/2	2 25%	Service	1917	220		1/2		Thomas.	. 1914 1915 1916		0/8	9% X	
	1916 1916 1917	5-38 5-46 J-6-17 K-6-17		3/8 3/4	2 2		1916 1916	651 Lt-4		100 00 00 00 00 00 00 00 00 00 00 00 00	2 2		1917 1917 1918	240 275 300 300 76, 191		XXXX	4444	Thomas Tr	1917 1917 1917	40 70		X X X X X X X X X X X X X X X X X X X	
	1917 1917	351	814 9	% X X X X X X	2 2 2 2 2 2 2 2 2		1917 1918	J		83/8 1/2	2 1½ 1½ 2½	Signal	1920 1918 1918 1920	T.	51/8 51/ 51/8 51/	27/8	23/4	Traffic Triangle.	. 1918 1921 . 1919	C A			21/4
	1919 1920 1919	3-40 · · · · · · · ·	8 9	% % % % % %	214	R. & V Renault Ranier Tr	1921 1917 1918			91/2 1/4 91/2 91/2			1920 1918 1918 1918 1914	.1	51/8 51/8 51/51/8 51/8 51/8 51/8 51/9 101/	12/2 1/2 1/2 1/2 1/2 1/2	::::	Trumbuli	1919 1921 1916	AA A	8	3/4	
	1921 (1921 (5-42 5-66	9	XIXL	21/2	Reliance. Remington	1921 1916	10-A,20B E	43/4	5 1/8	21/4 21/2	Simplex	1914 1914 1914	B-2	9 103 9 103 9 103	1 / / / / / / / / / / / / / / / / / / /	****	Tulsa	1916 1916 1918 1919	C D-1		1/2	13/6 13/6 13/6 28/8 28/8 28/8 28/8 28/8 28/8 28/8 28
Pan Am.	1918 0 1921 0	3-55-E	8½ 10	76	21/4 21/4 21/4 21/4 21/4	***************************************	1915 1916 1916 1916 1916 1916 1917 1917	F R	81/2	03% 1%L 93% 1%L	234		1915 1916 1917	S'plex E CraneS-5	9½ 10½ 9½ 10½ 9½ 10½	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX		Union . Universal	1921	E-1-2-3 Truck		% % %	
Parker	1921	F'J,M-20	43/4 5 8	1/2 1/4	21/4		1916 1916 1916	M N F	81/2 81/2 81/2 81/2 81/2 81/2 81/2 81/2	9% 15L 9% 15L 9% 15L 9% 15L			1915 1916 1917	17	91 91 91	/ // / //		Velie	1915 1916 1916	15-Ser-15 22-Ser-22 B'well-27 B'well-28 B'well-28	10 9	1/1	21.999999999999999999999999999999999999
	1915 3 1916 3 1915 4 1915 (32		1/2	2		1917 1917 1917	R S M	81/2 81/2 81/2	934 14L 934 14L 934 14L 934 14L			1918 1919 1920	18	91/ 91/ 91/	2	2½ 2½ 2½		1917 1916 1917	B'well-27 B'well-28 B'well-28	10	7	21/2
	1918 1917 1917	-42 -45 -45R	71/2 8	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	2 2 2		1917 1917 1918 1918	F T		03/1/1		Skelton Spaulding	1916	H	****	1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2	21/4		1918 1919	39 39	10	13/6	21/2 21/2 21/2
	1918 1919 1920	5 -4 5 5-46	1 8	1/2 1/2 1/4 1/4 1/2	2 2 2		1916 1917 1919		83/8 83/8	934 914 914	21/2 21/2 21/2 21/2 21/2	Speedwell Sphinx Stafford Standard	1916 1914	B-16		. X.L	23/8	Vernon,.	1920 1920 1918	34 819	81/2 8 81/2 8	ア ア ア ア ア ア ア ア ア ア ア ア ア ア ア ア ア ア ア	214 214 114
Pat, Gr'fd Path-	1916 1917 1915	6-Cyl.		7/8 7/8 7/8 M		Republic .	1920 1914	4-Cyl 6-Cyi		93/4	21/2	Partiffer (1915 1916 1917 1917	F-8 F-8	81/4 91/ 81/4 91/ 81/4 91/ 81/4 91/	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	23/8 15/8 15/8 15/8	Johnson Walker- Johnson		В	81/2 8	14 14 14 14 14 14	214
finder	1915 1916 1916	IB IC 2B		V ₈ M V ₈ M			1917 1920 1921	6-Cyi 9 20 10E		934	23/s 21/4		1918 1919 1920	G . H	93/	4	15/8 15/6	Walter Watson	1920	S B	81/2 9	5/8 1/2 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4	21/4
	1916 1915 1915	7A 7B		7/6M 7/6M 7/6M	21/4	Revere	1918 1918	A B	1 1 1 1	1 1/4		Stanley	1915 1916 1918	735	814 91 814 91 814 91	1/2 1/2 1/2	15% 11% 11% 11% 11%	Wasp	1920 1921 1915 1915	21 21 L			15%
	1915 1916 1916 1916	BA BB	9	76M 74M 34 76M 34 76M	21/4 21/4 21/4 21/4	Richmond	1920 1916 1916	U,D,E 4-35 H-6-50	1	0 1/2	3		1918 1919 1920	736 735 735	81/6 91/ 91/ 93/			*	1916	41 51	81/2 0	F9/8 3/8	2
	1917 1917 1917 1917	2B 2C	9	% %M % %M % %M % %M % %M % %M % %M	2 2 2	Roamer	.720 .318	H-6-50 R All All RA-8-45 RAC-54 RAC-54		87/8	214 214 214		1914	SK-4	856 93 812 93 814 93	2 7/8	214 234 234		1917 1918 1919	18 A-48	816 9	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	214 214 214
	1917 1917 1917	3A 3B 3C	9	184 78M	2 2 2			90	9 1	0 1/8	2¼ 2¼ 2¼ 2¼		1915 1915 1915	SK-6 SK-6 SK L-4 SK L-4 SK L-4	81/2 91/8 91/8 91/8 91/8 91/8 91/8 91/8 91/8	2 78	23/4 23/4 23/4 23/4	Western.	1920 1921 1921	A-38 C38,C48 C-38,48 W, L-1½,			
	1918 1415 1415	38-6	81/2 9	% M	3	4	1918 1918	D-4-75 C-6-54 C-6-54		9¾ ¼ 9¾ ¼ 9¼ ¾	2½ 2½ 2½		1916 1917 1918	SK L4 SK L4	8½ 9½ 8½ 9½ 95	2178	21/4 21/4 21/4 21/4 21/4	White	1921 $ 1914$	W-31ton GEC 40-HP	91/2 11 81/2 9 81/2 0	1/2 7/3	21/2
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CAR Japa Model	Opening H T Min Min	CAR	Diameter Pipe	Opening Ran Kim Ran	CAR LES N	
White 1915 60-HP 1914 30-HP 1915 30-HP 1916 30-HP 1916 30-HP 1916 45-HP 1917 GMSet 1918 GM 1918 GMT 1919 45, H. White HickoryTr 1321 E,H,F	71/2 81/2 74 15/8 77/2 83/2 74 15/8 71/2 83/2 74 15/8 71/2 83/2 74 15/8 9 101/2 74 21/2 17 8 74 21/4 83/4 83/4 85/6 7/4 2 83/4 85/6 7/4 83/4 83/4 83/4 83/4 83/4 83/4 83/4 83	Wichita 1915	23/2 Wil.K'ght 1920 20 23/2 Winton 1915 21 1915 21A 1916 21A 1916 21A 1916 22A 1917 22A 1915 22 1916 22 1917 22A	9½ 2½ 2½ 2½ 9½ 10½ 2½ 9½ 1½ 2½ 9½ 1½ 2½ 2½ 9½ 1½ 2½ 2½ 9½ 1½ 2½ 2½ 9½ 1½ 1½ 2½ 9½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½	Winton 1917 22 1918 33 1918 48 1918 22 1920 25 Witt-Will. 1921 P Wolv. Tr. 1920 C Yale 1917 K Zeit-Lam 1916 Zim'man 1914	9½ 10½ 141 3 9½ 10¼ 9½ 10¼ 10¼ ½ 10¼ ½ 1½ 2½

Radiator Hose Sizes for Cars and Trucks from 1915 to 1921

			RADIA HOS SIZE	E				RADIA HOS SIZ	SE				RADIA HOS SIZE	E	CAR			RADIA HOS SIZI	E	CAR			HO	ATOR 08E 0E8
CAR		_			CAR		[a]	i.	la la	CAR	li-j	Jel Jel	er er	wer	UAR	ear	Model	per	wer		ear	Model	Upper	Lower
	Year	Model	Upper	Lower		Year	Model	Upper	Lower		Year	Model	Upper	្ម	Gardner	<u>≻ </u> _		Upper	Power 1	Interstate	1917		21/4x3 fa	2 x51/2
AceAll-Amer.	1921 1921 1915 1915 1915 1915 1916 1917	B-1,C1½ 38 40 33 34 35 37 37	2x11 2/4x8 2/4x8 2 x6 2 x6 2 x6 2 x6 2 x6	8 2 x13 1½x6½ 1½x6½ 1½x6½ 1½x6½ 1½x6½ 1½x6½ 1½x6½	Chalmers	1916 1916 1917 1918 1914	26 26-B 29 32(6-40) 32 (6-40) 35A 35 6-30	2½x3 2½x3 1¾x6¼ 2¾x3 2¾x3 2½x5¼ 2½x5¼ 1½x5¼	2½x3½ 1½x14 2½x3½ 2½x3½ 2¼x3 2¼x4¼ 2¼x3 1½x13½	Day Elder	1921 1921 1921 1921 1921 1921 1916 1917 1918	AB C D E F D, E L L LS-35	2 x10½ 1½x4 2x12½ 134x634	13/8x10 11/4x12 11/4x81/2 21/4x15 21/4x5	Gersix Garford Giant	1921 K 1921 25 1921 68 1921 70 1921 77	-B -D -H -D -A-1½	2 x11 2 x10 2 x13 2 x13 2 x13 2 x14 2 x14	1 4x15 1 %x11 1 %x17 1 %x834 1 %x181	Jackson	1918 14-15 1915 1916 1916 1916 1917 1917	44 46 6-48 68 34 348 349 350 349	21/x3/x 11/x12 11/x12 11/x12 11/x12 11/x10 11/x10 11/x10 21/x8 21/x8 21/x8	1½x12 1½x12 1½x12 1½x12 1½x10 1½x10 1½x10 1½x10 1½x10
Anderson Apperson	1916 1916 1917 1917 1918	41 43 Ser 40 4-40 6-48 6-60 8 6-17 8-17 8-18	3 x6	1½x6½ 1½x6½ 2½x2¼ 1¼x9½ 1¼ 1¼ 1½ 1½ 1½ 1¼ 1¼	Chevrolet	1917 1918 1921 1915 1915 1915 1916 1916	Ser 17 Ser 18 NS 1921 H2 H4 H21/2 H3 Baby Gr	13 kx95 k 13 kx95 k 13 kx95 k 13 kx95 k 13 kx11 kx7 13 kx4 k 13 kx4 k 13 kx7	13 8x9 /6 13 8x9 /6 13 8x9 /6 13 8x9 /6 13 8x9 /6 13 4x4 /6 13 4x7	Dodge	. 1915 1916 1917 1918 1919 1921 1915 1916 1916	Tour H	13/4x7 13/4x7 13/4x7 13/4x7 13/4x7 13/4x4 13/4x44/4 13/4x44/4	1.146 x h 46	Handley- Knight Hanson Six Harroun.	1917 K 1918 K 1921 H 1921 A 1921 A 1921 5 1917 A 1918 A 1914 2 1914 2	4, 60 A-1 A-1 6	2% 1% 2 x4% 2 x4% 1%x4%	11481%	Jones Jordan	1916 1916 1916 1918 1918 1917	6 6 Chest 6 Chest 6 Chest 6 Chest 6 1 Chest 6	11/4x6/4 11/4x6/4 11/4x8/4 11/4x8/4 11/4x6/4 11/4x6 11/4x10	11/4x61/4 11/4x161/4 11/4x61/4 11/4x61/4 11/4x61/4 11/4x61/4 11/4x11 11/4x11/4 11/4x12 11/4x12
Argonne Armleder	. 1920	KW31/sT	11/6	1% 1% 1% 11%		1913 1918 1918	4-90 Baby Gr 4-90 FABG D-8yl	11/4x7 11/4x45 11/4x7	11/4x45/ 6 11/4x35/ 11/4x45/ 6 11/4x10	Dort		7 1C-6 8 6-80 1 6-80 5	11/5x41/4 11/5x41/5 11/5x43/4 11/5 21/4x73/4	11/4 83%		1914 2 1914 3 1915 3 1915 3	8	1½x4½ 1½x4½ 1½x4½ 1½x8½	1 1/4 x 1 %	Kearns,, Kelly- Springf'	d	1 K31, 34, 35, 36 1 K40, 45, 50, 60	1½x7 1½x7	1½x13 1½x23
Atterbur	. 1921 1921 1921 1921	A B, B1 20R-14 T	2 x12 2 x12 11/2x8	11/4×11 11/4×10 11/4×14 11/4×63 11/4×6	Clevelan Climber Clydesda Cole	d 192 192 192 191 191 191	6 8-50 7 8-60 8 870	1½x18 2 x18 1½x2	11/4x3 2 11/4x3 11/4x3	Drum- mond	191 191 191	6 A. 7 6 7 9 8 11 8	2½x7¾ 2½x7¾ 2½x7¾ 2½x7¾ 2½x7¾ 2½x7¾ 1½x8	214x15 214x15 214x6 214x6		1191613	14 15 16	11/4×11/ 11/4×11 11/2×11	2 11/2x81 2 11/2x81 2 11/2x81 2 11/2x81 2 11/2x81 1 1/2x71 2 11/2x71	Kissel Kar	191 191 191	1 K41, 42, 5 4 36 5 6 42 6 4-32 6 6-42 7 6-42	11/2×63 11/2×63 13/2×53 11/2×63	1½x24 6 1½x111 4 1½x8¾ 6 1½x8¾ 6 1½x8¾ 6 1½x8¾ 6 1½x8¾
Beggs Biddle	1921 1921 1910 1910 1911	1 20 T 6 C 6 D 7 D	1½ 1½x5 2 x7½ 2 x7½	11/2 11/2×11 6 11/2×71 6 11/2×71 6 11/2×71	/2	a. 191 191 191 192	8 E 1 C, D, E H, C, S	1½x2 1½x8 1½x7 1½x3	1½x10 1½x10 1½x10 1½x10	Erie	. 192 - 191 191 192 - 192	1 A 1 21 17 6-Ser 17 8 A 21 K-1 21 A-2½ T	21/4x7 11/4x81/ 11/4x81/ 11/4x81/ 21/4x4	11/4 2 x18 11/6x17 11/6x17 21/6x15 11/4 21/4x14	5. 5.	1917 1917 1918 1918	39 14 38 39	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2x7 1 1 2x8 1 1 2x7 1 1 1 2x7 1 1 1 2x7 1 1 1 2x7	Lafayett Leach	191 192 192 192	C-D	13/8 11/2×61	11/4x9 4 11/4x84 6 21/4x61/4
Bour- Davis. Brewster Brinton. Briscoe.	191 191 191 191 191 192 192 192	7 D-17 7 H-17 8 D 8 H 1 21 1 02 1 F 4 B-15	2 x71 2 x71 2 x71 2 x71 2 x71 2 11/2 11/2x8	1 1 5 x 7 1 5	Crawfor Crow Elkha	191 191 191 191 191 191 191	6 CE-30 6 CE-30 7 CE-33 7 CE-35 8 35 4	11/2 11/4x6 21/4x8 21/4x8 21/4x8 21/4x8 2 x1 11/4x5 11/4x5	2\4x18 2\4x18 2\4x18 2\4x18 2\4x18 5 2 x18 1\214x3 1\233	Ford	192 191 191 191 191 191 191	5 Split'f 5 GD 6 GD 5 Leece 6 Lecce 16 Heinze 17 Heinse 15 Genemo	11/2x13 2 x31/ 2 x31/	13/4x11 2 13/4x23 2 13/4x23 2 13/4x23 2 13/4x23 2 13/4x23 2 13/4x23 2 13/4x23 2 13/4x23	Higrade Hudson	1918	A-18 5-40 5-40 5-54 3-54 6-40 5 per-6 Super6M	1½x14 2 1½x63 1½x63 1½x3 1½x3 1½x3 1½x53 1½x53	11/2x9) 2 4 11/4x63 4 11/4x63 4 11/2x11 4 11/2x11 8 11/4x71 4 11/2x91 11/2x91	Lexingto Howard Lexingto Liberty.	d 191 191 191 192 191 191 191	7 O 8 6-6R 1 T 6 10-A 7 10-A 8 10-B	114x12 114x12 114x12 114x12 114x7 254x65 254x65 254x4 115x8	11/4x8/4 11/4x9/11/4x6 25/5x12 25/5x93/4 25/5x93/4
Cadillac	191 191 191 191 191 192 191	5 15 6 4–38 6 8–38 7 4–24 8 24 8 T-24 21 4–34 13 13	11/x5 23/x81 23/x63 2 x53 2 x51 2 x51 2 x51 2 x51 1/x71 11/x71	1 2 2 3 5 2 2 3 5 2 2 3 5 4 1 3 8 x 1 4 3 8 x 1 4 3 6 x 1 1 4 x 5 6 1 1 4 1 4 x 5 6 1 1 4 1 4 x 5 6 1 1 4 1 4 x 5 6 1 1 4 1 4 x 5 6 1 1 4 1 4 1 4 1 4 1 4 1 4 1 4 1 4 1 4	2	19 19 19 19 19 19 19		1½x5 1½x5 1½x5 1½x5 1½x5 1½x5 1½x5 2 x1 2 x1	14x3 14x3 14x3 14x3 14x3 14x3 13x8 0 2 x1 0 2 x1 0 2 x1	3 4 3 3 4 3 5 8 2 2 2 2 2 2 2 2 2 2 2 2 2 3 3 4 3 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	19: 19: 19: 19: 19: 19: 19: 19:	15 North-15 West 16 West 15 Kemeo 16 Kemeo 16 G & D 16 Dyneto 16 North-I 17 Berns S	2 x31 2 x31 2 x31 2 x31 2 x31 2 x31 2 x31 1 2 x31	13/x23 13/x23 13/x23 13/x23 13/x23 14/x23 13/x23 13/x23	Hupmo- bile	1921 1915 1915 -17	N West NQ NL NR NR NU NI	2½x11 2½x13 2½x13 2½x13 2½x13 2½x13 2½x13	1 1/2×15 1 1/6×15 1 1/6×15 1 1/6×15 1 1/6×15 1 1/6×15 1 1/6×15 1 1/6×15	bile. Lorraine McFark	. 191 191 191 191 191 192 2. 192	17 18 2 38 18 2-48 21 21 T	135 x8 135 x8 135 x8 135 x8 135 x8 135 x8 135 x8 135 x8	1 2 2 x 8 1 2 2 x 8 1 2 2 x 8 1 2 2 2 x 8 1 2 2 2 x 8 1 2 2 2 x 5 1 2 2 2 x 5 2 2 1 2 x 6 1 2 2 x 6 1 2 2 x 6
Capitol.	191 191 192 192 192 193	16 All 17 All 18 Type 57 21 59 21 G-1½ 21 HKM 14 R 15 R	1½x8 1½x7 1½ 1¾ 1¾	11/4x6 11/4x6 11/4 11/4 11/2		19 19 19 19 19 19	16 6F 16 6-G 16 6E 17 6H 17 6I 17 6J 17 6K 18 6H 18 6H	134x1 134x1 134x1 134x1 134x1 134x1 134x1	1 1/4x1	2½ 2½ 2½ 2½ 2½ Four- 2½ Whee 2½ Drive 2½ Friend 2½ Fulton	19 19 19 19 2 19	17 A-B-C 17 G & D 18 T 19 T 21 B 21 Four	2 x3; 2 x3; 2 x3; 2 x4; 2 x6; 2 x1;	13/4x2 13/4x2 13/4x2 13/4x2 13/4x2 13/4x2 13/4x2 2 x8 2 x8	Independent.	1921 1921 1921 1921 1921	F H K F,H,K	1½x1; 1½x8 1½x1; 1½x1;	1 1/2x1 1 1/2x1 1 1/2x1 1 1/2x1 1 1/2x1 2 1/2x1 1 1/2x1	7 Mack.	19: 19: 19: 19: 19: 19: 19: m. 19	15 16 17	17/sx6 17/sx6 17/sx6 17/sx6 2 11/sx9	11/4x6 11/4x4
	191 191	16 T 17 T-17 18 U 21 V	2½x3 2½x3 1½x9 1½x9	1 %x1 2 ½x5 2 ½x5 1 ¼x6	3/4 3/4	119	18 6K 18 6L 19 HI, Ld	1½x1 1½x1 1½x1 1½x1	1	2½ G. M. C 2½	J 19	21 K-15-10 21 K-41,71 101	6 11/2×8	11/2x8 13/4x9	Harves	te 1915 1916	G, L T	21/4x1 21/4x3 21/4x3	3½ 2 x1 12 2 x5 18 2 x5	1/9	19	18 A 18 B	2 x10 2 x6	12 13 x 17 12 x 12 }

CAR		RADIATOR HOSE SIZES	CAR		RADI HO SIZ	SE	CAR		RADI HO 812	SE	CAR			RADI HO 812	ATOR. SE ES	CAR			HO	ATOR OSE SIZES
est.	Year	Upper Lower		Year Model	Upper	Lower		Year Model	Upper	Lower		Year	Mode	Upper	Lower		Year	Model	Upper	Lower
Meroer	1921 B 1916 34 1918 34 1918 35-G 1914 M 1914 35 K 1914 35 K 1914 35 K 1916 22-70 1916 22-72 1917 32-73 1918 22-74 1991 R, RR	174x84 174x13 174x334 174x37 174x334 174x37 174x9 1 x13	Oneida, Tr Orleans Overland.	1918 37 1918 45-A 1918 45-A 1921 All 1921 A, B, C 1915 81 1915 82 1916 75 1917 85-6	1½x16‡ 1½x14‡ 1½x14‡ 1½ 2-O.D. 2½x4½ 1¾x4¾ 1¾x6½	1½x11 1½x6½ 1½0.D 2½x6½ 1¾x8 1½x7	d	1915 EE 1915 54 1915 55 1916 56 2d Ser-57 1917 56 2d Ser-57 1918 56 1921 56 Ser-6 1921 48B-2	1½x6 1½x6 1½x6 1½x6 1½x7 1½x7	1½x154 1½ 8 1½x154 1¾x4 1¾x4 1½x4 1½x5 1½x	Roamer Rock Falls Rolls- Royce Sayers Six Scripps Booth Seneca	1921 1921 1921 1921	C 4-75E 6-54E 13, 14 40, 50 D P	13/4 13/4 13/4 13/4 13/4 13/4 13/4 13/4	11/4 8 11/4 8 11/4 11/4 11/4 11/4 11/4 11/4 11/4 11/4	Traffic Triangle Tulsa Twin City F.W.D.	1921	R-4 445 445 C AA D-1 D-1 E, 1-2-3 A, B	23/4x 11/2x9/4 11/2x9/4 2 x10/4 2 x17 23/4x10 2 x 11/2x	11/4x73/ 2 x10/2 2 x17 21/4x14/2 2 x 11/4x
Mitchell		114x9 114x43, 114x9 114x43, 114x44 114x41 114x14 1 x12 114x11 114x12 2 x754 114x12 2 x854 114x13 2 x812 114x13	Ow-Mag	1916 83 1917 90 1918 90 P L I 1918 0-36 1918 M-25 1919 W-42 1914 138 1914 348 1914 238 1915 338	134x8 134x8 134x10} 134x6\6 2 x5\6 134x 134x	13/x5/6 13/x5/6 13/x8 13/x8 13/x73/ 13/x121 13/x	Pierce	1916 48B-4 1916 66A-4 1917 38C-4 1917 48B-4	11/2x 11/2x 21/2x 11/2x 11/2x 22/2x 22/2x 22/2x 22/2x 22/2x 22/2x 22/2x 22/2x 22/2x 22/2x 22/2x 22/2x 22/2x	11/4x 15/6x 11/4x 11/4x 15/6x 11/4x 11/4x 11/4x 11/4x 11/4x	Standard. Stanwood Stearns.	1917 1918 1918 1921 1914 1914 1915	SK-4 SK-6 SK L-4 SK L-4	256x101 114x714 114x714 114x714 114x714 114x4 114x4 114x4 114x6 116x6	25 x 151 184 x 734 184 x 734 184 x 734 184 x 734 184 x 734 184 x 6 184 x 6 186 x 9 186 x 9 186 x 9	Walker- Johnson	1916 1916 1917 1916 1917 1918	22-Ser-22 B'well-27 B'well-27 B'well-28 B'well-28 38 B	11/4x9/2 11/4x9/2 11/4x9/2 33/4x9/2 11/2x9/2 11/4x9/2 2 x 11/4x16/2	11/4x104 11/4x104 11/4x104 11/4x1 11/4x9 11/4x
	1921 F-42 1915 MK-50 1915 MK-40 1916 MK-40 1917 MK-50 1918 40C 1918 50 1921 B50,51,52 1917 6-43 1918 6-38	11/4x12 11/4x14		1914 448 1915 548 6-36 6-36 6-48 1918 3-25 1918 3-35 1914 25 1914 36 1914 25	11/6x 11/6x 11/6x 11/6x 11/6x 11/6x	15/8 x 15/8 x 15/8 x 15/8 x 15/8 x 11/4 x 11/4 x	Arrow Pilot Pratt Premier	1915 55 1916 6-45 1917 6-45 1918 6-45 1915 6-50 1916 651 1917 6B 1918 6C 1918 6B	1½x16 1½x10 1½x10 1½x10 1½x6 1½x6 1½x6 1½x10 1½x10	1)3x 1 x8 1 x7 1 x7 1 x6½ 1½x3½ 1½x3½ 1½x4¾ 1½x4¾ 1½x4¾	Stephan Stevens- Durvea	1918 1918 1917 1915 1921 1918	8 SK-8 Light-4 SK L-4 70	136x8 136x8 234x10 234x10 136x8 136x656 234x112	2½x17} 1½x4½	Westcott	1915 1916 1916 1916 1917 1918 1921 1921 1921	U-50 41 51 5-17 18 C-38 C-48 E-1 T, H-1½	13/4x18 13/4x12 13/4x10 13/4x10 13/4x7/4 13/4x7/4 13/4x4 13/4x9	1 1/4x5 1 1/4x5 1 1/4x9 1 1/4x9
MutualTr. Nash Six. National	1918 6-66 1921 6-48,6-68 1919 30-C 1921 2A.2AP	3 x9 3 x9} 1¾ 1½ 1½x7 1½x4 1½x7 1½x4 1½x13 1½x13	Pan Am	1915 25 1916 6-38 1916 6-46 1917 J-6-17 1917 K-6-17 1918	2½x 2½x 1½x . 2½x 1½x9½ 1½x5½ 1½x14	1%x 1%x 1%x 1%x 1%x10} 1%x4 1%x7	Ranger R. & V Reliance Reo	1921 R 1921 10A,20B 1915 M 1916 R 1916 S 1916 M 1916 N	21/4x93/ 2 x101 11/5x 1 x 1 x 11/5x 11/5x	2-O.D. 2 x16 13x134 13x 1 x 1 x 13x 13x	Stud'bak'r	1921 1915 1915 1916 1916 1917 1917 1918	D, F EC	2x 11/4x81/4]	17/445		16-7 16-7 16-7 17-8 1918 1915 1915	88-8 6 88-4 21 21A 21A		2 x5% 2%x51% 2 x7 11%x15 11%x24 11%x24
Noble Tr Norwalk N'way Tr. Oakland	1921 A-21 1921 4-30KS 1921 B-2, 3½ 1915 37 1916 32 1917 34 1918 34-B 1921 34-C	214x 234x 234x 234x 234x53 134x13 14x13 14x14 1 x83 134x15 1 x83	Peerless	1921 A 1921 F, J-20 1921 M-20 1916 6-42 1917 6-45 1917 6-45R 1918 6-45 1919 6-46 14-15 48-6 1915 DD	1 1/x19 1 3/x14 1 1/x10 1 1 1/x10 1 1 1/x10 1 1 1/x10 1 1 1/x10 1	1 1/4 x 13 1 1/4 x 13 1 1/4 x 13 1 1/4 x 10 4		1917 R 1917 8 1917 M 1917 M 1918 T 1918 M 1916 1917 1921 10E	11/6x 11/6x 1 x 11/6x 1 x	1 x 1 x 1½x 1½x 1 x 1½x 1 x 1 x	State	1918 1914 1915 1915 1915 1915 1916 1916	E E E E E	1/4x 1/4x 1/4x 1/4x 1/4x 1/4x	1 ½x2% 1 ½x 1 ½x 1 ½x 1 ½x 1 ½x 1 ½x 1 ½x	Witt-Will.	1917 1915 1918 1917 1915 1916 1917 1917	22A 22A 22A 22 22 22 22 22A 22 22	11/2x6 11/2x6 11/2x8 11/2x7 11/2x7 11/2x6 11/4x7	134 x24 134 x24 134 x24 134 x25 134 x25 134 x25 134 x25 134 x25 134 x25 134 x25

Chevrolet Begins Work on Two Important Industrial Additions

Wm. S. Knudson, Vice-President of Chevrolet Motor Company, in charge of operations, announces that work will be begun at once on two important industrial additions at Buffalo and at Cincinnati.

A tract of 29½ acres of land has been secured at Buffalo, located at the corner of East Delevan Ave. and the Erie R. R., with a frontage of 1,650 feet on the Erie and about 800 feet on East Delevan. The property is less than four miles from the center of the city. Buildings will be electer at once, with 400,000 square feet of floor space, for the Chevrolet Motor Car Company, and 200,000 square feet for the Fisher Body Corp. Both companies are subsidiaries of General Motors Corporation. Chevrolet will employ about 2,000 men at Buffalo and Fisher about 1,800, with a daily payroll of approximately \$23,000. The plants will produce 500 complete cars daily and every effort will be made to have them operating shortly after the first of the year, in order to meet the increasing demans for Chevrolet cars.

At Cincinnati, a tract of land comprising 16 acres, has been acquired. This is located at Norwood, a suburb about 5½ miles from the Cincinnati City Hall. There is frontage of 1,400 feet on the B. & O. tracks and 1,500 on the P. C. C. and St. L. The Norwood buildings will have 200,000 square feet of factory space for Chevrolet and 150,000 for Fisher. Chevrolet will employ about 1,200 men and Fisher about 900 in the production of 300 completed cars daily. The daily payroll will approximate \$14,000.

General Motors May Get Pierrot's Patent Rights

Considerable interest has been awakened in automotive engineering circles regarding the possibility of the General Motors Corp. taking over the American rights, or at least a license under the Henry Pierrot four wheel brake patents.

Pierrot arrived in this country recently in company with A. P. Sloane, Jr., it is said, and has been in conference with General Motors officials, although nothing definite has as yet been reported on his negotiations. Pierrot is conceded to hold several key patents in the front wheel brake field and is dealing with several prominent makers in Europe at the present time on a royalty basis.

Associated Motors Assets, \$9,564,555

A condensed balance sheet of the Associated Motor Industries as of July 15, 1922, shows this holding company to have current assets of \$9,564,555, as compared with current liabilities of \$1,210,060. Cash is given at \$1,365,939.

Kalamazoo Truck Makes Speed and Endurance Records

After circling a one-mile dirt track in 82½ seconds, a one-ton Kalamazoo truck recently made a 100-hour non-stop run. The distance covered in the non-stop run was 1972 miles, or an average of 19,7 miles per hour. The fuel average for the entire run was 14.3 miles per gallon. The average oil mileage was 141 per quart.

List-Prices of all Makes of Tires and Tubes

REVISED MONTHLY

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes, P means Plain Tread; N. S., Non-Skid; G. T., Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes. When price is given without letter or sign it means that the tire is manufactured in Clincher, Quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side, when \$\frac{1}{2}\$, in both Clincher and Dunlop or Straight Side; when \$\frac{1}{2}\$, in both Clincher and Dunlop or Straight Side; when \$\frac{1}{2}\$, in both Clincher and Dunlop or Straight Side; when \$\frac{1}{2}\$, in both Clincher and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Company.

		00.2	no a	30x334	20-21/	31x4	32x4	33x4	24+4	32x41/2	29-41	24-414	35v4L4	36-416	33+5	35x5	37x5	36x6	38x7
Vame	Trade Name and Tread				28.75									46.00				83.00	
Binghamton, N. Y.	re (o., , June 15, 1922 Cord N.S. R.&G.T.	2.15	2.20	2.70	2.80	3.30	3.60	3.70	3.80	4.60	4.70	4.80	4.95	5.15	5.50	5.75	6.00	10.00	
Acme Rubber Mfg. C Trenton, N. Y. (600 Aug. 15th, 1922				c13.00 c15.00 §16.00 2.90	*18.00 d23.00	c23.00 d26.00	*24.00 d29.00	*25.00 d30.00	d31.00	*33.00 d35.00	d36.00	*35 00 d37.00	d36.00 d38.00	*37.00	d47.00	*44 NO	*44 00 *48 00 d51.00 6.40	d72.00	d90.0
Advance Rubber Co. 21 Gardner Ave., Brooklyn, N. Y., A	"Top Notch" Cord N.S. ug. 15, 1922 G.T.			dl8.00 2.80		d29.40 3.45		d33.40 3.80	d34.28	d41.90 4.65	d42.85 4.75	d43.90 4.90		d46.15 5.30		454.75 6.00		:	- 1
Ajax Rubber Co., 220 W 57th St., N. Aug. 1, 1922	Y. C. Road King N.S. Cord N.S G.T. R.T.		1.95	c10.65 c12.50 §14.65 2.30 2.90	d15,70 d22,95 2,60 3,05	d26.45 3.20	3.30	d30.05 3.45	d30.88	d26.90 d37.70 4.20 4.75	d38.55 4.35	d39.50 4.45	d40.70 4.50	d41.55 4.70	d46.95 5.15	d49.30 5.40	d51.85 5.60		
Allen Tire & Rubber Allentown, Pa. Nov. 15, 1921 "Al	Co., Ribbed N.S. Jen Vacuum Tread" Cord N.S. G.T. R.T. Cord Red T.		e11.85 e12 35 2.00 2.40 2.64	c14.75 c18.00 2.25 2.80	d19,15 d25,50	\$22.00 \$29.40 3.10 3.50	d25.45 d32.40 3 25 3.70	426.80 433.40 3.35 3.85	d27.38 d34.25 3.50 4.00	d33.40 d34.05 d41.90 4.20 4.75 5.25	d35.20 d42.85 4.40 4.90	d36.25 d43.90 4.65 5.10	4.80 5 25	4.90	d52.15 5.10 5.70	d54.75 5.30 6.00	5.70		
Amason Rubber Co., Akron, O. Aug. 7, 1922	Cord N.S. Heavy Duty Cord N.S. N.S. G.T. R.T.	2.45	e 9.75 2.15 2.50	2.45 2.90	d23.85 2.80 3.05	d20.65 3.35 3.40	3.45 3.75	3.60 3.85	3.78 4.00	3 d37.70 4.40 4.65	4.55 4.80	4.65 4.90	4.70 5.10	4.85 5 35	5.40 5.70	5.65 6.00	5.90 6.30	11.65	
American Tire Corp., Niles, Ohio July 20, 1922	N.S Standard Cord Super-Size Cord		\$ 10 . 25 \$12 . 75	\$13.00 \$13.50 \$15.95	\$16.30 \$18.75 \$22.95	\$20.65 \$22.35 \$26.45	\$21.40 \$24.20 \$29.15	\$22.35 \$25.45 \$30.05	\$22.8 \$25.9 \$30.8	\$28.39 \$37.70	\$29.33 \$38.55	§30,31 §39,50	\$31.71 \$40.70	§32.13 §41.55	§34.39 §46.95	§35.92 §49.30	§37.49 §51.85		
Armstrong Rubber Co Gerfield, N. J. Sept. 1, 1922	o., Cord Rbd. Cord N.S R.T		c15.00	e15.95 d15.95 2.35	d24.10 d24.10 2.50	e27.75 d27.75 2.90	d30.60 3.10	d31.55 d31.55 3.15	*32.40	139.60 2.85	d40.50 4.00	d41.50 *41.50 4 15	*42.75 4.35	*44 00 4.40	d49.30 4.80	d51 75 *51.75 5.00	*52.50 5.25		
Ashland Tire & Rubb Ashland, Ohio May 14, 1922	er Co., "Ashland" Cord "Leviathan" Cord "Ashland" Fabric "Leviathan" Fabric G.T R.T		11.00 10.00 1.95 2.40	11.75	24.20 19.85 17.20	21 90 18.90	21.70	34.40 32.20 26.50 22.65 3.30 3.80	33.00 27 2: 23 40 3 4:	37.90 5 1 1 1 1 1 1 1	4.25	39.75	40.80			49 75	5.50		
Badger Rubber Wks., Milwaukee, Wisc. Aug. 1, 1922	Beaver For Badger N.S Badger Cord N.S G.T		c 9,90 2.00		d22.95	d26.45	d29.15	d30.05	1030.8	5 d37.70	d38.55 4.20	d39.50 4 30			d46.95 5.00	d49.30 5.25			
Beacon Tire Co., Beacon, N. Y. Dec. 1, 1921	"Rib Skid" G.T R.T "Red Seal" Core Oversize G.T Oversize R.T	1.70 2.10	c11.00 1.75 2.15 c15.65 2.20 2.55	2.05 2.50 c18.60 2.75	d26,00	2.75	2.85	d19.10 2.95 3.30 d34.00 3.80 4.25	3 1	55 5 d39.38 6 4.58 0 4.98	d40.65 4.60 5.10	3 80 4.25 d42 00 4.70 5.20	d43.35 4.80	4.60		4.70 5.20 d52 00 6.15 6.80	5.50 d52 65 6 55		
Bergen Rubber Co., I	Rutherford, N. J. R.T		2,40	2.80	2.95	3.45	3.65	3.80	4 0	0 4.65	4.75	4 90	5.10	5.30	5 70	6 00	6.30		
Bergougnan Rubber (Trenton, N. J. Dec. 1 1921	Corp., N.S Cord N.S R.T		11.50 2.50	18.90	26.75		34.00 3.85		35.9		45 00 5.00	46.10 5.15			54.75 6.00				
	8,000 Durval Rand Fabric N.S 8,000 Kingston G.T 9,000 Sexton N.S 12,000 Clinton Corr 10,000 Douglas Corr 10,000 Andover Fabrics N.S 12,000 Cameron Corr 8,000 Homestead N.S Templeton Cord N.S	9.90 1.95 2.20	10.30 1 95 2.25 c11.65	11.60 2.25 2.55 c13.30 c18.75 c16.60 c14.40 c18.25 c12.80	15.05 2.75 d17.00 d25.90 d23.30 d18.85 d25.20 d15.70 27.40	17.05 3.10 3.35 220,15 0d30.25 0d29.00 5 \$20.90 0d29.50 0c17.60	3 . 26 3 . 26 3 . 5 6 d23 . 00 6 d33 . 4 6 d29 . 70 0 d24 . 71 0 d32 . 03 0 d20 . 80 34 . 83	20.6 3.3 3.7 0.0 d23.9 5.0 d34.7 0.0 d31.2 0.0 d26.0 0.0 d22.0 0.0 d22.0 0.0 d22.0	3.5 3.8 5.425.3 6.435.5 0.431.8 0.426.5 6.434.9 0.422.7 0.36.8	3.83 0 4.13 0 d38.44 0 d36 0 0 d30.0 0 d37.8 0	4.05 4.35 4.35 6.437.20 6.431.00 6.439.05	4 15 4 45 d40 45 d38 40 d32 00 d39 95 41 35	4 . 28 4 . 58 d41 . 68 d40 10 d33 . 40 d41 . 28	31.40 4.35 4.65 4.65 042.55 040.70 043.90 042.10	4.60 5 18 648.10 646 40 637.30 647.65	5 5.35 0 d50 65 0 d47 .40 0 d39 .50 5 d50 .18	38.50 5.10 5.60 d53.30 d50.30 d41.90 d52.75		
Black Hawk Tire & I Des Moines, Iowa	Rubber Co., "Moccasin" N.;	3	c 9.00 c 8.60	e11.50	d14.2	616.50	d20.5	0 d21.4	0 d21.8	0 d27.1	5 d28.10	d29.00	d30.3	5 d30 .78	5	d36.1	5 d39.00		
Aug. 1, 1922	"Moccasin Chief" Core	d	1.90	2.25	d19.5	5	d24.7	5 d25.6	0 d26.3	0 4.0 0 d31.7	0 d32.6	d33.5	d34.5	d35.5	d40.9	0 d43.1	ol		11

Name	rade Name and D	00-0	20.0	90-01-0	20.07		1 00	p.h.		la.	.1		1		1				
	rade Name and Tread	28x3			32x3½		3214	33x4	34x4					36x4½	33x5	35x5	37x5	36x6	38x7
Blekre Tire & Rubber Co., St. Paul, Minn., Nov. 1, 1921	7,500 (Rbd miles (N.S. G.T. R.T. 0,000 miles Cord N.S.		13.60 14.20 2.20 2.40	2.50	20.68 3.00 3.15	23.50 3.45 3.70	27.45 3.60	28.95 3.70 4.05	3.90 4.20	36.85 4.60 4.90	37.80 4.90 5.10	39.15 4.95 5.25	40.90 5 20 5.40	41 65 5 25 5.50	44,55 45,40 5 65 6 00 57 10	48.00 5 95 6 45	51 00 6.10 6 85		
Braender Rubber & Tire Co., Rutherford, N.J. Jan. 16, 1922	"Bull Dog" Fabric Cord G.T. Cord R.T.		2.10 2.40	c13.75 c18.00 2.25 2.80	d25.50	c29.40 3.10	d32.40	d26 30 d33.40 3.35 3.80	d34.25 3.50	d33.40 d41.90 4.05 4.65	d42.85	d43.90 4.25 4.90	d45.20 4 30 5.10	d46 15 4.55 5.30	d52,15 5 00 5,70	5.20	5 45	8 50	
Brunswick-Balke-Collender Co Chicago, III. August 1, 1922.	Suburban Fbr. B. B. C. Fbr. Cord Flat Tr Suburban T. G. T	11.05		10.90 13.05 16.50 2.00 2.90	22.95	26.45	21.45 29.15 3.30	22.60 30.05	22.95 30.85	37.70	29.25 38.55 4.35	30.50 39.50 4.45	40.70	41.55	46.95	49.30	51.85	80,45	
Butler Bros. (7,500) "1426 Randolph St., (6 Chicago, III.	Jniversal" Cord N.S. 900) "Gorilla" N.S. Rbd. G.T. R.T.		c 6.50 c 6.25 1.10 1.30	e12.75 e 7.95 e 7.50 1.20 1.45	d1U.25	1.95	d25,25 d13,65 d13,40 2,00 2,35	d13,95 2,10	d26.75 d14.55 d14.50 2.20 2.50	d18.35	d19.35	d32.25 d20.35 d19.75	d32.75 d22.00	d22.40		d39 75 *24.65 *24.25 3.25 3.65			
Canton-Blackstone Co., Youngstown, O. June 19, 1922	Ribbed N.S. Cord N.S. aton" "Blackstone" T		c12.00 c12.35		d19.15 d27.25 2.55	c21.35 d30.50	d24.95 d33.45 3.25	d26 .30 d34 .45	126 85	d43.25					153 . 80	*56.50 5 90	*59.40	10.00	13 55
Carlisle Tire Corp., Stamford, Conn. June 1, 19	Lightning Tread Tubes		2.75	3.10	d26.00 3.40	d33.00 3.80	d36 .00 4 .05	d37.00 4.25	d39 00 4.40	d47.00 5.10	d48.00 5.30	d49 00 5.40	d50.00 5.60	d51.00 5.90	158.00 6.30	d61.00 6.65	d64.00 6.90		
Carlisle Tire & Rubber Co., Carlisle, Pa. May 10, 1922 "Carmojon De	"Carmojon" (G T R T B.T.		1.80 1.95 2.20 2.30	2.00 2 15 2.50 2.70	2.10 2.25 2.70 2.90	2.50 2.70 3.20 3.30	2.60 2.80 3.40 3.50	2.65 2.85 3.45 3.60	2.70 2.90 3.50 3.70	3.15 3.40 4.00 4.40	3.20 3.45 4.20 4.60	3.25 3.55 4.25 4.70	3 30 3 60 4 30 4 80	3.35 3.65 4.40 4.90	3 55 3.85 4.70 5.30	3.70 4.00 4.90 5.50	3.80 4.15 5.05 5.70		
Century Rubber Works April 1, 1922 Cicero, Ill.	"Atlas" N.S. Fibre Century" N.S. Fbr N.S. Cord Tubes		9 85 10.95	12.35 13.75 18.00 2.25	17.25 19 15 25 50 2.55	19 22 21 35 29 40 8 10	22.45 24.95 32.40 8.20	23.65 26.30 33.40 3.35	24.15 26.85 34.25 3.50	41.90	42.85 4.20	43.90 4.25	45.20 4.30		52.15 5.00	54.75 5.20	57.60 5.45		
Cleveland Rubber Corp., Cleveland, O., Dec. 12, 1921	Cord N.S. R.T.			622.00 3.35	d26.70 3.50		d33.60 4.25	d34.70 4.30	d35.70 4.40	d44.15 5.25	d45.20 5 40	d46.35 5.55	47.70 5.80		155.00 6.60	d57.75 6.80	d60.75 7.20		
Climax Rubber Co., Columbus, O. Jan. 16, 1922	G.T. R.T.	1.75 2.25		2.20 2.75	2.50 2.90	3.00 3.35	3.15 3.65	3.30 3.75	3.40 3.90	4.00 4.55	4.10	4.20 4.85	4.25 5.05	4.50 5.25	4.90 5.60	5.25 5.95	5.35 6.25		
Coast Tire & Rubber Co., Oakland, Calif. Aug. 10, 1922	Cord N.S.		e12.75		d23.30 3.10	c22.15 c20.65 d26.80 3.50	d29.50 d29.70	d30.40 3.85	d31.45 4 00	d38.15 4.75	d39.60 4.90	139.90	141.50 c	142.40 d	148.00 5.70	150.30	d52.90 6.30		
Columbia Tire & Rubber Co., Mansfield & Columbiana, Ohio, Aug. 7, 1922 Aug. 7, 1922	"Columbia" N.S. Jolumbia" Cord N.S. "Apex" Fbr. G.T. R.T.		7.85 1.95 2.40	010.90 014.65 8.75 2.30 2.80	116.30 122.95 2.60 2.95	e20.65 d26.45 8.10 3.50	d21.20 d29.15 d	122 35	122 85						46.95 5.05 5.55		51.85 5.45 6.15		
Columbus Tire & Rubber Co., Columbus, O. April 25, 1922	Cord N.S. & Rbd. G.T.		c12.35	c14 75 c19.95 2.45	125.50 2.55	c22.00	d25.45 d32.40 d3.20	126.80 d 133.40 d 3.35	27.35 34.25 3.50	41.90	4.00	143.90 4.25							
Combination Rubber Mfg. Co., Bloomfield, N. J. Aug. 15, 1922 "Viking"	Fabric Cord G.T. R.T.		1.90 2.40	2.25 2.80	17.75	\$20.65	122.90 d 129.15 d 3.20 3.65	24 10 4	24. 80 6	130 65	131 70	29 65 4	22 55	d 4.55	37.60 d		142.50		13.55
Continental Rubber Works, Erie, Pa. Aug. 1, 1922	"Vitalic" Cord Fabric G.T. R.T. Extra Heavy R.T. Dbl. Weight G.T.	1.80 2.30 2.75	CII. TUIT	2.25 2.80 3.35 3.15	122.95 116.90 2.55 2.95 3.55 3.55	021.35]0	129.15 d 122.45 d 3.20 3.70 4.45 4.25	30.05 d 23.65 d 3.25 3.80 4.55 4.35	30.85 24.15 3.50 4.00 4.80 4.85	4.05 4.60 5.50 5.05	4.20 4.75 5.70 5.25	39.50 32.05 4.30 4.90 5.90 5.40	33.55 d 4.35 5.10 6.10 5.45	34 00 d	46.95 d				
Cord Tire Corp., Chester, W. Va., Aug. 1, 1922	Superior" Cord N.S.			16.95 d	125.50	31.50	32.95 d	33.95 d	34.90 d	138.50 d	39.45	40.40 d	41.60 .	d	50.30 d	52 60			
Corona Cord Tire Co., East Butler, Pa. Au6. 25, 1922	Oversize N S G.T R.T.			2.25	2.55	3.45	129.55 d 3.65 3.20	3.35	4.00 3.50	4.65	4.75	4.90 4.25	5.10 4.30	5.30	66 95 d 5.70 5.00	49 30 6.00 5.20	6.35 5.45		
Cumberland Tire & Rubber Co. Louisville, Ky. Dec. 1, 1921	Cord N.S. Cord R.T. Cord G.T.	****	2.25	3.10	3.30	3.45	3.55 3.55 3.95	4.10	4.30	4.50 5.00	4.65 5.15	4.75 5.30	4.90 . 5 50 .	d.	52.15 d 5 55 6 15	54.75 5.80 6 50			
Cupples Co., St. Louis, Mo. July 19, 1922	F. S. Cord N.S Oversize Cords . R.T G.T		2.40 1.90	12.50 d 15.20 d 2.80 2.25	16.15 d 21.85 d 2.95 2.55	15.20 d 24.30 d 3.45 3.10	20.45 d 25 20 d 3.70 3.20	3.80 d	22,25 d 27,45 d 4,00 3,50	24.30 d 33.55 d 4.65 4.05	25.20 d 34 45 d 4 75 4.20	26,40 d 35,55 d 4,90 4,25	27.45 36.70 5.10 4.30	5.30 4.55	12.10 d 5.70 5.00	35.55 43.90 d 6.00 5 25	6.35		
Curtis Tire & Rubber Co., Rochester, N. Y. Nov. 21, 1921	G.T.		12 60 2.40 3.00	17.65	28.75. 20.25 3.25 3.75			28.40	36.25 29.00 4.40 4.80	43.95 5.10 5.60	45.90 5.25 5.80	46.95 5.35 5.95	5.55 6.15		6.30 6.95	55.90 6.65 7.35	6.80	84 80 10.05 11.20	
Dayton Airless Tire Co., Dayton, O., Feb. 1, 1922	P. or Rbd N.S		18.25 19.25	22.00 22.75															
Dayton Rubber Mfg. Co., Dayton, O. Dec. 5, 1921	Cord N.S G.T R.T		10.80 c	12.75 13.50 d 17.95 d 2.75 3.10	18,30 c 25,95 d 3,00 3,30	21.25 d 29.50 d 3.55 3.85	25, 25 d 32, 75 d 3, 70 4, 00	26.50 d: 33.95 d: 3.90 4.10	27.25 . 34 95 d 4.00 4.20	41.75 d 4.65 5.00	42.75 d 4.75 5.20	35 75 d 43 75 d 4.90 5.30	14 75 de 4.95	15.95 da 5 35	51.75 d 5 65 6.10	43.75 d 54 50 d 5.90 6.40	57 15 d	0 10	1120.10
Delion Tire & Rubber Co., Baltimore, Md. Nov. 21, 1921	10,000) Cord N.S. Cord Rbd. R. & G.T. Cord T		2.00	18.30 2.25 2.80	25.75 2.55 3.10	3.10		31.85		42.70 40.60 4.05 4.75			4 35	4.55	3 20			78.55	

Sementa-Margar Conf. The Co., Conf. Road. & S. & Co. &	Y	- 1- N	00-5	202	20-21/	20-21/	31x4	32x4	33x4	24-4	29-41/	22-41/	24-41/	25-41/	20-41/	33x5	35×5	37x5	36x6	38x7
Circulation Company			28x3	30x3															5020	9021
Arron, C. O. Coulebh & C. B. Dissamen Tr. Cor.	Cleveland, O, Nov. 21, 192	Cord G.T.		0 9 20						5 50	6.25	6.50	6 75	6.95						
The Rubber & Tube Co., P. Cord N. S. 19 10 200 200 200 200 200 200 200 200 200	Akron, O. (see also Goodrich & Co. B	Double Diamond Tr.		e 9.65	c13.00	d16.30	c20,65	d21,20	d22 35		437 70	A98 55	430 50			d46 05	340 30			
Cond	July 20, 1522	"Squeegee" Fr. Cord G.T.			2 25	2.55	3.10	3.20	3.35	3.50	4.05	4.20	4.25	4.30	4.55	5.00	5 20	5 45		
Nov. 10, 1921	Doss Rubber & Tube Co.,	P.		13.15	16.45	20.50	23.30	26.69	28.00	29 00	34 80									
"Gregoritas" (* Cours. T. 15. 00 15. 00 17. 00 12. 10 19. 00 15. 00 15. 00 17. 00 12. 10 19. 00 15.	Nov. 10, 1921	Cord N.S. G.T		2.15	21.75 2.55	29.65 2.90	3.45	37.30 3.55	38.80 3.70	40.00 3.90	42 75 4.50	43.70 4.65	44.85	4.80	5.05	53 30 5,55	55 90 5 80	6.05		
Dept Tree & Rubber Co., Technology B. S.	"6	Gregorian" Comp. T N.S.		13 60 12.10	15.30 14.40	17.00 18.25	22.10 20.15	23.80 24.20	25.10 25.45	26.35 26.00	32.40	33.45	30 60 34 50	31.85	33.15 36.65	39.95	35 70 42 35	37.40		
Diese Tine & Rubber Co. Content	Dural Rubber Corp., Flemington, N. J., Nov. 15.	G.T.	2.35	2.45	2.75	3 00	3.70	3.80	3.90	4.00	4.90	5.00	5.10	5.25 5.60	5.40	6.10	6.25			13.55
Cales Price Pric	Eckrode Rubber Co., Inc.,					2.90		·	3.85	4.00	4.75	4.90	5.10	5.25	5.40	5.70	6.00	6.30	9.40	
GT 7 2 10 2 40 2 80 3 50 3 50 3 50 4 50 4 70 4 15 5 60 0 2 20 6 5 5 5 6 70 0 2 20 6 5 5 5 70 0 2 20 6 5 5 5 70 0 2 20 6 5 5 5 70 0 2 20 6 5 5 5 70 0 2 20 6 5 5 5 70 0 2 20 6 5 5 5 70 0 2 20 7 5 5 7 5 7 5 5 7 5 5 7 5	Edison Tire & Rubber Co., Chicago, Ill.	Oversize Cord N.S.		e10.95	619.80	d26.95	e21.35 d32.35	d35.65	d36.75	d37.60		.,				d57.35		, ,		
Temton, N. J. Cord N. S. I al. 96/422 99/326 4-5429 1,59300 0,5430 -56/327 7,0120 5,0450 -5040 -7044 1,5044 0 0,540 5 0,040 5 0,00 5	May 1, 1922 Heavy Duty	G.T.			2.40	2.55	3.10 3.45	3.20	3.35	3.50	4.05	4 20	4.25			5.00	5 20			
Same Name Cond Rober Cond Rober Rober Cond Rober Rob	Empire Tire & Rubber Corp., Trenton, N. J.	Cord N.S.			c15.95	d22.95	26.45	d29.15	d30.05	d30.85		d38.55	d39.50		d41.55	d46 95	d49.30		d76.30	
Sandusky, Ohio, Aug. 5, 1922 R.T		R.T.			2.00	3.10	3.45	3.65	3.80	3.95	4.60	4.80	4.90	5.05		5.60	6.00	6.30		
Trenton, N. J. Cord N. S. Cord R. S. Co	Sandusky, Ohio, Aug. 5, 192	22 R.T.					3.40	3.50	3.65	3.80	4.60	4.75	4.90	5.00	5.25	6.00	6.25	6.60		
Table Tabler Co., Cord Rbd. & N.S.	Trenton, N. J.	Cord N.S. R.T.		2.40	2.80	2.95	d26.45	d29.15 3.70	d30.05	d30.85 4.00	d37.70 4.60	d38.55 4.75	d39.50. 4.90	d40.70 5.10	5.30	d46.95 5.70	d49 30 6.00	6.85	10.95	
Nov. 10, 1921 "Evergreen" Tubes 2.40 2.80 3.00 3.55 3.60 3.70 2.50 4.50 4.50 4.50 5.00 5.20 5.50 5.55 5.85 6 15	Falls Rubber Co., Cuyahoga Falls, O,	Cord Rbd. & N.S.			e19.50	d27.75	d31.00	d34.00	d35.25	d36.50	*43.25 d35 00	d44.50 d36.00	*45.75 d37.00	d47.00 d38.50	*48.50 d39.50	d53.75	*56 50 d45.00	*59 00 d48 00		, , , , , ,
153 W. Soth St., N. Y. City Super Tubes S. 40	Nov. 10, 1921			2.40																
Federal Rubber Co.,									4.70		5.60					7.10	7,60			
"Blue Pennant" Cord "Blue	Federal Rubber Co., Cudahy, Wis.	"Defender" Cord								. 1 - 1										
Flue Penant" Cord T	Aug. 1, 1922	"Rugged" "Blue Pennant" Cord		c11 95	c16,95	d17 50 d22.95	d26 45	d29 15	d30.05	d30 85	d37.70	d38.55	d39.50	d40.70	d41 55		d49 30	d51.85		
Massillon, O., May, 15, 1922 Cord N S 15 00 12 50 12 65 12 0.5 10 63 0.5 10 63 0.7 1		Standard G.T.			3 25			3 25	3 40	3.55	4 10	4 25	4 40	4.55	4.70				* * * * * * *	
Akron, O. Fabric N S	Massillon, O., May. 15, 19	O22 Cord N S		1	15 00														,	
Fisk Rubber Co., Chiopee Falls, Mass. Heavy Tubes Heavy Tubes 2.00 2 25 2.50 3 10 3 25 3 25 3.50 4.25 4.25 4.50 4.50 4.75 5.00 5.25 13.50 11.00 11	Akron, O.	Fabric N S G T		1 90	c10 65	2.55	e20.65	3 25	3 35	3 50	4 10	4.20	4.30	4.35	4.55	5.00	5.30	5.45		
N.S. c c c c c c c c c		Heavy Tubes	3	1	3 00	3 25	3 10	3 25	3 25	3.50	4.25	4.25	4 50	4.50	4.75	5 00	5.25			11.00
3. & J. Tire Co., 1790 Broadway, N. Y. City July 29, 1922 "Stalwart' N.S. Cord Cord Cord R.T. 1.95 2.30 2.60 3.20 3.20 3.20 3.30 3.45 3.60 4.20 4.35 4.22 9.00 3.00 3.00 3.00 0.21.35 4.22 4.50 4.20 5.30 5.20 5.25 5.45 5.50 5.20 5.25 5.45 5.00 6.55 10.90 6.25 3.45 3.70 3.80 4.00 4.75 4.90 5.10 5.25 5.40 5.70 6.20 6.35 10.90 4.20 4.25 4.20 9.30 3.00 3.80 3.90 4.20 4.75 4.90 5.10 5.25 5.40 5.70 6.20 6.35 10.90 4.20 4.25 4.20 4.20 4.25 4.20 4.20 4.25 4.20 4.20 4.20 4.20 4.20 4.20 4.20 4.20	July 31, 1922	N.S Red Tor		c 9 85	e12 85	d17.00	c22 65	d23 65	d24 63											
July 29, 1922 "Stalwart" N S	G. & J. Tire Co.,	P		r9.25			4					d38.55	d39.50	d40.70	d45.55	d46.95	d49.30	d51.85	470.00	d97.50
Gates Rubber Co., Denver, Colo. Sept. 5, 1922 Gard R.T. Cord R.S. Cord R.S		"Stalwart" N S. Cord	i	c11.40	613.00 \$14.65	d16.90	c21.35	d22.45	d23.68	d24.15	d30.05	4d38.55	Id39-50	ld40 . 70:	d41 55	d46 95	d49 30	d51.85		
Denver, Colo. Sept. 5, 1922 Cord N.S	S. P. D. G.	G.T.		1.95	2.30	2.60	3.50	3.30	3.45	3.60	4.75	4.35	5.05 4 45	4.50	5 45 4.70	5.85 5.15	6.20	6.55		
Akron, O. Sept. 1, 1922 Cord R.T 2 60 3.80 3.60 3.95 4.10 4.25 4.50 4.85 5.10 5.30 5.45 5.70 6.25 5.70 6.25	Denver, Colo.	Cord N.S.			c12.90	d23 85	d26 90	d28 55	d29 40	d30.75	d36.80	d37.70	d38 60	d39.60	5.40	d47.65 5.70	d49.80 6 00	d52 10 6.35	d82,85 10.90	d115.70
Giant Tire & Rubber Co., Findlay, O. "Hancock" Fabric 1.7.4" 8.50 11.50 22.93 29.20 30.00 30.87 35.60 36.40 37.27 38.40 44.27 46.54 11.50 22.93 29.20 30.00 30.87 35.60 36.40 37.27 38.40 44.27 46.54 11.50 4.50 4.70 11.50 22.93 29.20 30.00 30.87 35.60 36.40 37.27 38.40 44.27 46.54 12.50 4.50 4.70 12.50 4.50 4.50 4.50 4.50 4.50 4.50 4.50 4	General Tire & Rubber Co , Akron, O. Sept. 1, 1922	GT.		2.35	2 40	1 2.S5	3.40	3.60	3.70	3.90	4 45	4 50	4 60	4.95	5 20	5.50	5.70	6.25		
RT	Giant Tire & Rubber Co., Findlay, O.	"Hancock" Fabric			11 50 8.50	22,93	, , ,	29.20	30 00	30.87	35.60	36.40	37.27	38 40		44 27	46.54			
Eau Claire, Wis. Cord N.S		RT			2 30	2.70	3.05	3.50	_		4 45	4.60	4 75	4.85		5 50	5 70			,.
Girard Tire & Rubber Co., N.S 12.50 14 45 20 10 22 50 26.40 27.80 28.50 35.50 36.70 37.90 39.60 40.40 46 20 18.90 Trenton, N. J., Nov. 15, 1921 Cord N.S 19.90 26.70 34.00 35.00 35.05 43.90 44.80 45.90 47.20 48.30 54.00 57.30 60 20	Eau Claire, Wis.	Cord N.S.		1.90	c15 95	d22 95	c26 45 3.10	d29.15 3.20	d30 00 3.35	d30 75 3.50	d37.75	d38.55 4 20 4.75	d39 50 4.30 4.90	d40.75 4.35 5.10	d41 50 4.50 5 30	d46 90 5 00 5.70	d49.25 5.25 6 00	5.45	10.90	d97 50 14.90
	Girard Tire & Rubber Co.,	NS		12.50	14 45	20 19	22 50	26.40	27.80	28.50	35.50	36.70	37.90	39.60	40.40		46 20	18.90		

N	m- 3. N	<u> </u>				.]						1			1	1	1	1	
Name	Trade Name and Tread	2813	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x416	33x5	35x5	37x5	36x6	38x7
Globe Rubber Tire Mfg. Co Trenton, N. J. Nov. 15, 1921	Rbd. & H.B. Cord Rbd. & H.B. R.T. G.T.		c12.50 2.50 1.95	c19.90 2.80	d26 70 2.95	3.45	d26.40 d34.00 5 3.70 3.20	d27.80 d35.00 3.80	d28.50 d35.95 4.00	d43.90 4.60	d44.80 4.75	d37.90 d45.90 4.90 4.30	d47.20 5.10	d48.30 5.30	d54.50 5.70	*57.30 6.00	6.35		
Goodrich Co., B. F. "Silver Akron, O. July 20, 1922	town" Cord Rbd. & N.S. G T. R.T. N.S.		1.90 2.40 c10.25	2.25	2.55 2.95	3 45	3.20	d30.05 3.35 3.80 d22.35	3.50	4.65	4.20	d39.50 4.25 4.90	d40.70 4.30 5.10	4.55	5.00	5 20	5 45		
Goodyear Tire & Rubber Co Akron, O. August 1, 1922 C	o., P. All Weather, N.S. ord All Weather & Rbd. Cord Cross Rbd. Regular Tubes Heavy Tourist Tubes		e9.20 c10.25 2 00 2.40	c12.50 c12.50 2.25 2.80	d16.30 d22.95 d19.25 2.55 3.10	d20.65 d26.45 d22.20 3.10 3.50	d21,20 d29,15 d24,50 3,25 3,70	d23.35 d30.05 d25.25 3.35 3.85	d22.85 d30.85 d25.90 3.50 4.00	d28.95 d37.70 d31.45	d38.55 d32.15	d30.80 d39.50 d32.95	d40.70	d41.55 5.40	d46.95 d39.10 5.70	d49.30 d41.05	d51.85		
Gordon Tire & Rubber Co., Canton, O. Nov. 19, 1921	"Locotraction" "Triangle Tread" G.T. R.T. Cord N.S.		e12.35 1.90	c14.90 2.25	d18.25 d19.15 2.55 3.10 d29.35	c21.75 3.10	d25.40 3.20 3.70	d26.75 3.35	d25.95 d27.35 3.50 4.00 d34.50	d34.05 4.05 4.75 d42.70	4.20	E 10	4.35	4.55	5.00		5 45	460,00	
Grand Rapids Tire & Rubbe Grand Rapids, Mich. "C Aug. 14, 1922	er Corp., Cord Corduroy" Heavy G.T. Heavy R.T.		c14.95 1.90 2.40		d22.95 2.55	§26.45	d29.15	d30.05	d30.85	d37.70 4.05	d38.55	d39.50			d46.95		5.45 6.35	d85.75	
Grow Tire Co., Boston, Mass. May 19, 1922	Cord N.S. R.T.		c10.20 3.30	e13.00 e19.00 3.85	d19.15 d25.75 4.15	d29,45	d25.45 d32.50 5.00	[d33.50]	d34.50	d42.70 6.25	d43.75 6.50	d44.85 6.65	146.10 6.85		d53,20 7.75	d55.50 8.20	d61.00 8.60		
Hamilton Rubber Mfg. Co., Dec. 1, 1921 Hanes Rubber Co.,	"Midget" Cord N.S.	2.15	2.40 c10.75	2.70 c13.15	2.95 d22.95	3.45		3.80 d30.05	4.00 d30.85	4.60	4.75	4.90 d39.50	5.10	5.30	5.70 d46.95	6.00	6.35	11.40	16 48
Winston-Salem, N. C. Sept. 1, 1922 Hannibal Rubber Co.	"Midget" R.T.		2.40	2.80			3.70	3.85	4.00	4.75	4.90	5.10	5.25		5.70		******	d74 70	
Hannibal, Mo. Dec. 1, 1921 "Mark Twain" Hardwear Tire Corp.	Cord N.S. G.T. (6,000) Fabric		1,90		d19.15 d25.50 2.55	3.10	d25.45 d32.40 3.20	d26.80 d33.40 3.35	d27.35 d34.25 3.50	d34.05 d41.90 4.05	d35.20 d42.85 4.20	d36.25 d43.90 4.30	137.95 145.20 4.35	4,55	d52.15 5.00	d43.65 d54.75 5.25	5.45		
East Rutherford, N. J. June 15, 1922 Hawkeye Tire & Rubber Co.	(8,000) Cord R.T.	+ 4. 4. 4. 4. A.	2,40	2.80	2.95		3,00	9.60		4.00	4.75	4.90	5.10	d38.00 5.30	d40.00 5.70	d42.00 6.00	d44.00 6.35	d68,00 8.00	
Des Moines, Ia. Nov. 15, 1921	N.S. G.T. Santa Fe P. Santa Fe N.S.		12.35 2.35 9.85 10.40	14.75 2.75 12.55	21.15 3.00 19.15	24.05 3.40 22.05	3.60	3.75	29.35 3.95 27.35	36.05 4.65	37.20 4.80 35.20	38.25 5.00 36.25	39.95 5.10 37.95	40.50 5.30 38.50	44.20 5.60 42.20	46.55 5.90 44.55	49.20 6.20		
Akron, Ohio	0,000 Mile Cord N.S.			e15.00											,				
Hewitt Rubber Co., Buffalo, N. Y. Aug. 10, 1922	"Hewitt" Cord "White Sea!" Cord G.T. R.T.	1.95 2.25	2.00 2.40	013.00 §15.95 §14.95 2.25 2.80	d16.90 d22.95 d20.65 2.55 3.10	e21.35 d26.45 d23.80 3.10 3.50			d24.15 d30.85 d27.80 3.50 4.00	d30.05 d37 70 d33.90 4.05 4.70	131.05 138.55 134.70 4.20 4.85	132.05 139.50 135.55 4 30 5.00	33.55 40 70 36.65 4.35 5.15	d34.00 d41.55 d37.40 4.55 5.35	d46.95 d42 25 5.00 5.70	139.30 149.30 144.40 5.25 6.00	d41,70 d51.85 d46.70 5.45 6 35		
Howe Rubber Co., New Brunswick, N. J. June 26, 1922	N.S. R.T. Cord Rbd & N.S. over Leaf" Black Tread	2.15	016.00 2.25 012.00	2.40 c24 75	d23 00 3.20	3.60 d32.30	d30.00 3.70 d33.10	d31.00 3.85 d34.20	d32.00 4 00 d35.45	4.75 d42.25	4.90 143.90	5.10 144.20	5.25 45.30	5.40 46.40	5.70 152.00	6,00 154,30	6.30	9.65 d85.00	14.90 120.00
Hubbell Rubber Co., Cleveland, Ohio Jan. 1, 1	922 Cord N.S.			18.00	d25.50	d29.40	d32.40	d33.40	d34.25	14 1.90	142.85	143.90 d	45.20		152.15				
Hydro-United Tire Co, (10, Philadelphia, Pa. June 15	000) Hydro-Toron N.S. 5, 1922 Tubes		2.00	2.25	2.00	3.10	3.25	3.35	3,50	4.15	35.20 4.30	136,25 d 4.45		d	341.25 5.00	E 0.0			
Ideal Tire & Rubber Co., Cleveland, O, Aug. 7, 1922	"Greyhound" { R.T. 'Greyhound" Cord N.S. "Ranger" N.S. Aero Cord.	c8.95	1.60 2.00 2.00	1.85 2.35 17.30 211 45 215.60	d17.10 2.15 2.45 d24.85 d15.95	c20.65 2.60 2.80 c17.80 d25.00	d21.20 2.65 3.00 d29.15 d19.00 d26.65	d22.35 2.80 3.10 d30.05 d20.10 d27.00	d22.85 o 2.90 3.25 d30.85 o d20.60 o d27.55 o	3.40 3.75 3.75 3.76 3.76 3.76 3.76 3.37	3,50 3,90 38,55 25,90 34,25	30.70 d 3.55 4.00 39.50 d 26.75 d 35.20 d	32.10 3.60 4.10 40.70 28.00 36.10	3.80 4.35 41.95 d 28.90	4.15 4.65 4.65 4.65 4.65	37.65 d 4.35 4.90 49.30 d 32.65 d	39.90 4.90 5.10 51.85 34.00		
India Tire & Rubber Co., Akron, O. Aug. 5, 1922	Cord N.S. G T. R.T.		e11 70 c	14 65	110 05	20 65 L	d23.05 d28 90 3.45	d24 . 45 d29 75 d3 . 55	25,20 . 30 70 d 3.70	38.45 4 30	39.25 d 4.45			42.75 d 4 85			52 75 6 5 70	177 30 d	108,05
nland Rubber o., C Chicago, Ill. Aug. 10, 1922 Aug. 10, 1922	Cord Rbd. & N.S. "Ireo" Cord "Ireo" Fabrics G.T.		9.65 c	15 95 c	2.55 2.95	c20 65	d21 .20 d29 .15 d	d22.35 d30.05 d	122 85 130 85 3 50	37.70 d	38.55 d	39 50 d	40.70 d	41.55 d	46.95 d	49.30 d	5.45		
owa Cord Tire Co., Des Moines, Iowa Sept. 1, 1922	Trade Maker Spec. P. N.S. Cord P. Cord N.S			11 00			3.65 d21.06 d24.70 d27.35 d29.93	3.80 3.22.05 d 125.89 d 128.26 d 130.84 d	4.00 122 59 d 126 51 d 128 96 d 131 68 d	28 13 d 33.01 d 33.80 d 36.77 d	4.75 29.03 d 34.06 d 34.56 d 37.62 d	4.90 29 97 d: 35.15 d: 35.46 d: 38.57 d:	5.10 31.37 d 36.72 d 36.45 d 39.66 d	5.30 31.82 d 37.24 d 37.26 d 40.52 d	5.70 35.10 d 40.71 d 42.08 d 45.79 d	6.00 36.77 d 43.08 d 44.19 d 48.02 d		61 25	
XL Tire Co.,	G T. R.T. Dismond Cup N.S.		c8.75	c9.65 d	18 75	3.00 3.30 §10 75	3.15 3.50 d20.75	3 25 3 65 d25 20	3.45 3.80	4.00 4.40		4.20 4.70 46 90 .	4.25 4.85	4.45 5.10		5.15 6 65 49.75	5.35	11 30	15.00
Peoria, Ill. ohnstown Automobile Co., Johnstown. Ps.	G.T.		1.95	2.30	2 90	3 10	3.55	3.75	3.60	4 20	4.35	4 75	4.50	4.70	5.15	E 0.E	5 60		
ohnstone Tire & Rubber Co. La Porte, Ind. Nov. 15, 1921	N.S. G.T		10 85 c 2.05 2.60	20.75 13.55 2.40 3.05	30.15 20.15 2.95 3 65	23.00 3.50 4.40	3.60	3 80	140.15 d *28 35 . 3 90 4 90	4 65 5.85	4.85	4.95		39.85	5.90 7.15		47.70 6.20 7.75	, .	

Name Tra	de Name and Tread	28x3	30±3	30x3½	32x334	31x4	32x4	33x4	34x4	32x41/2	33x43⁄2	34x41/2	35x4½	30x4½	33×5	35≖5	37x5	36×6	38x7
Keaton Tire & Rubber Co., San Francisco, Cal. Aug 7, 1922	Cord Rbd. & N.S. R.T.		2.40	e16.90 2.80		28,80 3,45											58 90 6.35		
Kelly Springfield Tire Co., New York Oct. 2, 1922	Kant-Slip. Cord K.S.—B.B. R.T		c10.30 2.15	c11.90 c14.65 2.70	d23.00	c26.40		d30.00	d30.95		d38.75 4.75			d41.85 5.25	d46.80 6.00	d49.25 6.25	d51.90 6.65	d79.65 10.65	
Kenyon Co., Inc. First Ave. & 57th St., Brooklyn, N. Y. Aug. 8, 1922	Cord N.S. "Duro" Cord N.S. R.T. B.T. Super-Cord G.T.		2.20 1 65 2.85	c15.00 c12.50 2.40 1.80 3.15	2.80 2.25	3 00	d23.65 3 25 2.85	d24.65 3 50 2 95	d25.65 3.70 3.00	d30.50 4 00	d31.50 4.20 3.75	d32.50	4 65 3.90	4.90	d38 50 5.10 4.50	d39,50 5,30	d51.85 5.60 4.85 7.30		1 58
Keystone Titr & Rubber Co., New York City, N. Y. Aug. 10, 1922	Cord N.S. Fabrics Tubes		ci0.25 2.40	e15.95 d11.65 2.80	d22,95					d37,70		d39.50	d40.70	d41.55				d74.33	
Kokomo Rubber Co., Kokomo, Ind. Aug. 10, 1922	Cord N.S. Grip" N.S. & Rbd. "Super Twin" Grip Crusader (Fabric Cord		c 9.65	e11.50 e12.25 e10.65	d16.30	d26.45		d30,05		d37.70	d38.55	d39.50	d40.70	d41.55		d49.30		d70.00	
	G.T. R.T.	1 85 2.30	1.90 2.40	c12 50 2 25 2 80	2.55	3.10 3.45	3.20 3 65	3.35 3.80	3.50 4 00	4.05 4 65	4.20 4.75	4.25 4.90	4.30 5.10	4.55 5.30	5 00 5 70	5.20 6.00	5.45 6.35	12.45	
Lambert Tire & Rubber Co., Akron, O. May 3, 1922	"Trublpruf" Rbd. N.S.			27.85 27.85	37 75 38,80				56 00	53.00		59 75							
Lancaster Tire & Rubber Co., Columbus, O., Aug. 1, 1922	Cord N.S. versize Fabric N.S. Heavy Tubes Lancaster Tubes	1.80	c12.35 2.40 1.90	014 75 014.75 2.80 2.25	2.95	1 3 40	d24 25 3.60	d30.05 d25 35 3 75 3 35	3.90 3.50	4.50	d38.55	4.85			d46.95	5.90	d51.85 6.20		
Latex Tire & Rubber Co., Fond du I ac, Wisc. June 1, 1922	Rbd. & N.S. Cord N.S. G.S. Tubes		10.95	13 75 18 00 2 25	19 15 25 50 2.55	21 35 3.10	24 95 32 40 3 20	26 30 33.40 3.35	26 85 34.25 3.50	33 40 41 90 4.05	34 50 42 85 4 20	35 65 43 90 4 25	37.90. 45.20 4.30	4.55	42 00 52 15 5,00	44 45 54.75 5.20	5.45		
Lee Tire & Rubber Co., Conshohocken, Pa. Aug. 5, 1922	Ribbed N.S. G.S. Tubes Puncture (Ribbed		2.00 e19.10	cl1.55 2.80	3.10	3.50	3.70	3.85	4.00	4.75	4.90	5.10	5.25	5.40	5.70	6.00	6.30	10.15	16.00
"De Luze" (Cord	Proof) N.S.			c24 75 d17.15 c14.95	d29.95 d22.95	d26.45	039 85	d36 25 d30 05 d40 75 d26 85	d41.95	d37.70 d54.25	d38.55 d55.45	d39 50 d56.75	d40.70 d58.50	d41.55 d59.75	d46 95 d64 50	d49.30 d67.75	d51.85 d71.25	d85.75 d98.50	d135.08
Lincoln Highway Tire Co., 1339 So. Michigan Ave., Chicago, Ill. Nov. 18, 1921	Rbd. N.S G.T. R.T. Cord N.S.			c15 20 c15 75 2 25 2 80	rt20.25 2 55	3 10	d26 90 3 20 3 65	3 35	4.00 4.00	4.05 4.65	d35.30 d37.15 4.20 4.75 d45.00	d39 35 4 25 4 90	d40 10 4.30	4 55 5.30		5 20 6.00	d47.40 d49.90 5.45 6.35		
Lion Tire & Rubber Corp., Lafayette, Ind. April 17, 1922	Fabrics Tubes Cords Cord Tubes		8 95 1.65	10 10 1.90	16 75 2 20 23 85 2.60	2.45	19.65 2 60 30 30 3.15	20 20 2 70 31.30 3 30	21.95 2 85 32.00 3.45	3 30 38.60 4.05	32.25 3 45 40.45 4.25	33 80 3 60 42 40 4.30	35.35 3.70 44.35 4.50	36 90 3 85 45 50 4 65		43.00 4.30 51.60 5.15	46.10 4 50 54.50 5.40	-11-11	
London Rubber Co., Pittsburgh, Pa., Nov. 15, 1921	G.T. R.T.		1.90	2 25 2.80	2.55 2.95	3 10 3.45	3 20 3.65	3 35 3.80	3.50 4.00	4.05 4.65	4.20 4.75	4.25 4.90	4.30 5.10	4.55 5 30	5.00 5.70	5 20 6 00	5.45 6.35		
McClaren Rubber Co., Charlotte, N. C. Aug. 1, 1922	"Autocrat" Cord All Road Cord G.T. R.T.		9.95 1.90 2.40	e18.75 11.95 2.25 2.80	2.55 3.10	d29,45 3,10 3,50	d32.50 20.95 3.20 3.70	d33.50 21.95 3.35 3.85	d34.50 22.95 3.50 4.00	4.05 4.75	d43 75 4' 20 4.90	4 25 5.10	4 30 5.25	4.55 5.40	5 00 5.70	5.25 6.00	5.45 6.30	d82.65	, , , , , ,
McLean Tire & Rubber Co., East Liverpool, O. Nov. 15, 1921	N.S. Cord N.S. G.T. Cord G.T.	1 85	1.90	C18 30	2 55	3.10 4.10	3.20	d33.40	d34.25	d41.90 4 05	d35 20 d42 85 4.20 5.10	d43 901	d45.20	d46.15 4.55 5.45	d52.15 5.00 6.00	*44.50 d54.75 5.20 6.20	*47.20 d57.60 5.45 6.45		
McTal Rubber Co., West Haven, Conn. Jan. 1, 19	922 G.T. R.T.		1 90 2 40	2 25 2 80	2 55 2 95	3 10 3 45	3 20 3.65	3 35 3.80	3.50 4.00	4.05 4.65	4.20 4.75	4.25 4.90	4.30 5 10	4.55 5 30	5.00 5 70	5.20 6 00	5.45 6.35	7.75 8 85	11.80 12.78
Madison Tire & Rubber Co., Inc. Buffalo, N. Y. June 5, 1922		* * * * * * *	2.25	c18.00	d32.00	\$27.00 \$33.90 3.25	d36.90	d37.90	d38.20	d45.75 4.35	d47.00 4.45	d48.00 4.60	d49.50 4.65	d50 75 4.85	d57.00 5.30	d60.00 5.50	d63.00 5.75		
Majestic Tire & Rubber Co., Indianapolis, Ind. No 15, 1921	P. N.S. G.T. R.T.		1.95 2.40	2.30	3,10		3.20	3.35	3.50										
	Cord N.S. Cord Rbd. G.T. R.T.		* * * * * * * * * * * * * * * * * * * *	2.30 2.80	d28.90 2.60		d37 65	d38.80 d37.80 3.35	d39.85 d38.85	4.05	4.20	4.30	4.35	d46.95 d45.75 4.55 5.20	d51 70 5.00	d55.70 d d54.30 d 5.20 5.85	d57 15 5.45		
Mansfield Tire & Rubber Co., "America," "Mans.," "Oh Amer., Mans., O., Rich., United Mansfield, Ohio July 20, 1922	o''&"United" N.S. Oversise Cord NS. G.T. R.T.	1.85 2.30	e 9,75 1.90 2.40	c10,65 13,60 2,25 2,80	2.55	3.10	3.20	3.35	3.50	37.70 4.05 4.65	38,55 4 20 4.75	39 50 4.25 4.90	40.70 4 30 5.10	41.55 4.45 5.30	46 95 5.00 5.70	49 30 5.30 6.00	51 85 5.45 6.35		,
Marathon Co., Cuyahoga Falls, O., Aug. 15, 1 Aug. 15, 1922	Angle Tread Cord 922 R.T.		2 40	c16.75 2.80	d22.95 3.10	d26 45 3.50	d29.15 3.70	d30 05 3.85	d30.85 4.00	d37 70 4.75	d38.85 4.90	d39.50 5.10	d40.70 5.25	d41.55 5.40	d46.95 5.70	*49 30 6.00	*51 85 6,30	d74.40 11.25	
	Cord N.S.		2.40 cl1.15	e18.00 2.55 c13.30	d25.50 2.70 d22.95	3.30 d26.50	d32.40 3 45 d29.20	d33 40 3.60 d30.10	d34.25 3.75 d30.85	4 75 d37.75	4.90 d38.60	5.10 d39.55	5.25 d40.70		d54.20 6.20 d46.95	6.50	6.80	10.65	
Mason Tire & Rubber Co., "Heav	"Mono" G.T.			012 05	410 9E	3.45		3.85			A21 55		433 30	*33.95	458 O2				
Kent, O. July 15, 1922 "H	"Maxi-Mile" N.S. eavy Duty" Tubes		c 9 25	2 70	2 95	9 95					4.25	4.35	4.45	4.55	4.90	5.10	5.25		
Master Tire & Rubber Co., Dayton, O., Sept. 1, 1922	Cord	· · · · · · · · · · · ·		c14.95 d15.95			d29.15	d30.05		d37.70	d38 55	'	1		d46.95				

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Name Trac	le Name and Tread	28x3	30 x3	30x3½	\$2x3½	31x4	32x4	33x4	34 x 4	32x41/2	33 x4½	34x4½	35 x4 ½	36 x4 ½	33x5	35x5	37x5	36x6	38x7
Mercer Rubber Co., Hamilton Square, N. J. Nov			1.90 2.40	2.25 2.80	2.95	3.45	3.65		4.00	4.65	4.75		4.30 5.10	4.55 5.30					
Meyer Rubber Co., Columbiana, O. June 1, 1922	N.3	4 B + + + +	c12.35		d19.15	c22.00	d25.45	d26.80	d27.35	d34.05	d35.25	d36,25				d40.65	****		
Michelin Tire Co., Milltown, N. J. August 1, 1922	Fabrics Reg. Cords Oversize Cords Tubes			c12.75 c12.75 c15.50 2.70	dis.90 d23.35 2.90	d26.45 3.45	d22 50 d29.15 3.70	d23.35 d30 05 3.85	d24 . 15 d30 . 85 4 . 00	d26.45 d37.70 4.75	d38.55 4.90	d39,50 5.10	d40.70 5 25	d41 55 5 40	d46 95 5.70	d49.30 6 00	d51 85 6.30	d86.00 9.40	
Mid-Continent Tire Mfg. Co., Wichita, Kan. Dec. 1, 1921	"Midco" Rbd. N.S. Cord		e12.65 e13.35 2.00 2.50	c16.00 c22 00	d20 00 d20.00 d31.00	c23.50	ld27 50	id28 90	d29 ()	d36,80 d36,80 d45,45	d38 30°	d39 15	d40.90	1641.50	1d45 40	d48,00 d4,00 d59,00	ldan on	1	
•	G.T. R.T. Cord T.		2.00 2.50	2.40 2.80 3.60	2 80 3 20 4.00	3.30 3.75	3 40 3.85 4.40	3 50 4.00 4 60	4.20	d45,45 4 30 4.75 5.50	4 90	4 60 5.10 5.70	5 25	5 45	5.90	6 20	6.40		
Midland Tire & Rubber, Coshocton, O. Dec. 15, 1921	"Peerless" N.S. "McClurg" P.	11.20	10.95 13.60 15.35	13 75 14.15	19 15 18 90	21 35 24 50 24 05	24 95 26 10 28 00	26.30 27.35	28 30		34.50	32.80	35 35	38.65		42.90	44.95		
	"Eternal" (G.T.	1.90 2.40	1.90	2 25	18 90 21 60 2.25 2.95	24 50 24 05 3 10 3 45	3 20	3.35	3 50	4.05	4.20 4.75	35 35 4.25 4.90	37.60 4 30 5.10	4.55	5.00	45 30 5.20 6.00	5.45		
Mid-West Tire Mfg. Co., Arvada, Colo. July 10, 1922	P. Cord N.S. N.S.		c 8.25	c10.45	d15 60	d26 45	d29.25	d29.95 d19 30	di9.70	d37.70	d28.75	d39.50 d29.75			d46.95	d49.25 d36.50			
Miller, Chas E.,	R.T. G.T.		2.15	1 95	2.30		2 95	3.05	3.60	4.25 3.65	4.40 3.80	4 60 3 85	4.75 3.90	4.10	5 10 4.50	5.40 4 70	5.70 4.95		
Anderson, Ind. "Miller-Anderson" Aug- 16, 1922	Rbd. & N.S. Oversize N.S. Cord N.S. R.T.	11.85	12 15	11.85 14 45	15 05	14 95 17 10 23 05 2 90	19 95 25 55	19 25 21 05 26,35 3 20	21 50 27.10	26 75 33.55	27 60 34.35	26 45 28.55 35.20	27.65 29.85 36.25 4.25	28.10 36.75	34.45	43.90	46.15		
Miller Rubber Co.,	Cord Rbd. edge Tr. Cord N.S.			c13 95 c12 50	d22 95	d26.45	d29 15 d24 .50	d30.05 d25.25	d30.85			4.15 d39 50 d32 95				5.00 *49.30 *41.05	*51.85		
Aug. 1, 1922	Fbr. Cord R.T. G.T.	9.75	1.90	3.85 2.25	3 95	4.50 3 10	4.75 3.20	4.95 3.35	5,10 3,50	d28 95 5 80 4 05	5 95 4 20	d30.80 6.10 4.25	6.30 4.30	6.50 4.55	6.95	7.45 5.20	7.70 5.45		,
Mississippi Valley Rubber Co., Iowa City, Iowa.	R.T. G.T. R.T.	2.35 1 95 2.45	2.00	2 35		3.25	3 35	3 55 3 90	3 70	4.20	9 9U	4 45	4.55	5.30 4.80	5.70	6.00	6.35 5.75		
Dec. 1, Mohawk Rubber Co.,	B.T.	2.45 2.70 c14.50				3.90	4.15	4.30	4.50	5.25	5.40 *39.10	5.15 5.55 40.30	5.20 5.70 42.00	6.00	6.45	6.15 6.75 *48.00	7.15		
Akron, O. Aug. 3, 1922	'Little Chief" N.S. G. & R.T.	2.25	e15.00 e14.25 e12.35 2.40	016.15 §14.75 2.80	d20.45 §19.15 3.10	c23.30 c22.00 3.50	d27.10 25.45 3.70	d28.50 26.80 3.85	d29.00	d35.95		*38.30	d39,90	*40.85		*45.60	*49.40		, , , , , ,
Monarch Rubber Co., 30x3, 30x3	Cord Ribbed			811.00	d24.55	021,90	d30.70 d29.95	d31.65 d30.85	d32.50 d31.70	4.75 d39.70 d38.70	d40.70 d39.65	d41 60 d40.55	d42 85 d41.75	d43.85 d42.75	d49 00 d47.80	d51 00 d49,75	d54.65 d53.30		
Hartville, O. 31x4 Clincher Aug. 25, 1922 All others S.S.	Ribbed N.S. Cord N.S. G.T. R.T.		9,20 10.30 2,00 2 40	13.00 c15.00 2.25	16.35 d22 95 2 55	20.80 20 80 d28 00 3 10 3 45	3 20	3 30	22 90 d30 90 3 50 4 00		4.20	4 25	4.30	4 55	d46 90	d49.30 5 20	d51.80 5.45		
Montford Rubber Co., Buffalo, N. Y. May 2, 1922	N.S. ord N.S. G.T. R.T.		1.90 2.40		d25 80 2.55	0.10	d32 45 3.20	d26.80 d33.55 3.35	d27.45 d34 55 3.50		4.20	d36.35 d44 80 4 30	d38.05 d46 15	d38.60 d47.05 4.55	d53.25	d44 55	d47,25 d58,80 5,45		
Murray Rubber Co., Trenton, N. J. Aug. 1, 1922	Cord N.S. G.T. R.T		9.65 1.60 1.75	1.80	d22.95 2.20	4.40	2.35	2 45	d30.85 2.55 3.95	37.70 2.95	38.55 3 05	39.50	3.20	3 30	46.95	49.30	4.00		
Na Peer Tire Co., Nov. 1921 Akron, O.	N.S.		,,,	c10.50			, , , , , ,									.,		,.	
National Auto Supply Co., Allentown, Ps. Aug. 21, 1922	"Nasco" H-Tread Er, Ply Cord N.S G.T R.T		6.85 10.20 1.90 2.45	12 70 15 80 2.00	17 45 21 20	13.35 20.20 2.65 3.15	22 15	16 45 24 10 27 80 2 95 3 50	16 75 24.70 28 65 3.10 3 70	30 60 34.30 3 75	21 55 31,55 35 05 3 95 4 55	22 30 32 80 36 05 4 10 4 65	23 30 34 20 37 10 4.20 4.80	23 60 34 65 37 35 4 40 5.10	42.20	44.45 5.05 5.95	5.25		
National Tire & Rubber Co., East Palestine, O. Aug. 15, 1922 Remingt	"Remington" N.S. "Rosmer" G.T. on Ex. Heavy G.T.	2.00 2.25		12 50 2.25 2 55	16 30	20 65	21 20 3 20	22 35	22 85	4 05	4.20	4.25	4.30	4.40	5.00	5.20	5.40		,.
National Tire Co., "Bla	ck Diamond" N.S. amond" Cord N.S. R.T.	2.20	c12.50	\$14 45 c19 90	d20.10 d26.70	§22.50	d26 40 d34 00	d27 80 d35 00	d28 50 d35 95	d35,50 d43 90	d36 70	d45 90	d47.20	d40 30 d48 30	d54.50	d46 20 *57 30	d48.90 *60 20		
New England Tire & Rubber Co Holyoke, Mass., Aug. 1, 1922	G.T.		1.90	2,25 c16 00	d22.95	§26 50	3 20 d29 20	d30.00	3 50 d30 85	4 05 d37 75	4.20 d38.60	d39.50	4 35 d40.70	4 55 d41 60	5.00 d47.00	5 25 d49 30	5.45		
New Tread Tire Co., 10,00	00 "Marvel" N S.			c20 40	2 00 d25 85	829 25	d33 70	d35 10	3 60	4 20	4.35	4 45	4.50	4 70	5 15	5 40	5.60	8.40	
Mar. 1, 1922 (6,0	000) "Service" N.S. Tubes		2.10	c13.60 2 55	d19 00 2.70	c21 25 3.30	024 /5	d26 20 3.50	d26 75		4.45	4.55	4.65						
Norwalk Tire & Rubber Co., Norwalk, Conn. Nov. 2, 1921	P. N.S. Cord N S. G.T. R.T.	1.85 2 35	e11.20 e11.75 i 90 2.40	c14.15 c17 50 2.25 2.80	d19.15 d26.00 2.55 2.95	c21.20 d30 00 3 10 3 45	d25 50 d33 00 3 20 3 65	d26 80 d35 10 3.35	d27 40 d36.20 3 50	d42 70 4 05 4 65	d43.70 4.20	d44 75 4 25 4 00	d46 15 4 30	d47.10 4.55	d53 20 5 00 5 70	d57.20 5 20 6.00	d58.75 5.45 6.35	9.70	
Nu-Cord Rubber Co., Greensburg, Ps. May 15, 1922	Cord G.T. R.T.				d25 00	d31.00 3.25	d32.00 3 35	d33.00 3.45	d34.00 3 55	d42 00 4.25	d43.00	4.45	d45 00 4.55	4.65	d53 00 5.00	d55.00 5 10	5.20		
Odell Rubber Rubber Co., South Bend, Ind. Nov. 15, 1921	Cord N.S. "South/Rbd Bend"\N.S. R.T.	e9.75		c12.50		d29.00 c19.95	d32.40 *24.75	d33 40	d34.40 *26.95	4.50 d41.90 4.50	d42.85 *34.00	*34 50	*36.75	*37.90	d52, 15	d54.75 *41.50	*42.75		
Oldfield Tire Co., Cleveland, O.	Cord N.S. N.S. G.T.		c10.15	c14.65 c12.10	d22.95	d26.45	d29.15	d30.05	d30.85	d37.70		4.85 d39.50	5.00 d40.70	5.15 d41.55	5.65 d46.95				
Aug. 1, 1922	G.T. R.T. N.S.		1.90 2.40	2.25 2.80	2.55 2.95	3.45	3.70	3.80	4 00		4.20 4.75	4.30 4.90	4.35 5.10	4.55 5.30	5.00 5.70	5.30 6.00			
Para-Belle Rubber Co.,			69.95	c10 40	d16.25	017 75	d21 55	d22 65	d24.35	1					d43.25				

Tame T	rade Name and Tread	28x3	30x3	30x31/2	32x3½	31 x 4	32 x4	3314	34x4	32 x4 ½	33x4½	34x4½	35x4}4	36x41/5	33x5	35x5	37x5	36x6	38x
arker Tire & Rubber Co., Indianapolis, Ind., April 10,	"Parker" Cord 1922 "Prestone" Cord		*****	e20.75	d29.35 d25.50	c33.80	d37.25 d32.40	d38.40 d33.40	d39.40 d34.25	d48.20		*50.50	d52.00			*62.75			
ennsylvania Rubber Co., Jeannette, Pa. July 5, 1922	Vacuum Cup Cord Vacuum Cup Fabric Ton-Tested G.T.		1.85	§11.95 1.95	d15.00 2 20	2.90 3.05	d19.40 3 05 3.30	d20.30	3.30 3.60	3.85 4.10	d38.55		4.60		5.20		*51.85		
erfection Tire & Rubber Co., Fort Madison, Is. June 1, 1922	"Thrift" Cord N.S.		10.95 2.00 2.40	13.75 d19 50 16.00 2 25 2 80	d25 50	d29.40	32.40 28.00 3.25	29.50 3.35	34.25 30.10 3.50	37.45	4 20	36.25 43.90 39.85 4.35 5.10	37 95 45.20 4 50 5 25	38.50 46.15 4.65 5.40		5 25	46.60 57 60 5 50 6.30	90.90	
haris Tire & Rubber Co., Newark, O Nov. 15, 1921	N.S. Cord N.S. R. & G.T.		c10.95 2.40	c18.00	d19.15 d25.00 3.05	d29.40	d32,40	d26.30 d33.40 3.85	d34.25	d41.90	d34.50 d42.85 4.90	d43.90	d45.20		d52.15 6.70	d54.75 6.00	d57.60 6.30		
Powertown Tire Corp., Rochester, N. Y., Nov. 28,	Rbd. & N.S. 1921 Tubes			23.30 3.55	32.50 3.80	38.40 4.50	39.10 4.65					53.10 6.20	54.70 6.40	56.80 6.60	61.00 7.15		66.10 7.65	95.00 15.40	
Prospect Tire & Rubber Co., I Buffalo, N. Y., July 29, 192	ne.,(12,000) Cord, N.S 22 Cord Tubes			c15.95 2.80	d22.95 2.95	d26.45 3.45	d29 15 3.65	d30.05 3.80	d30 85 4.00	d37.70 4.65	d38.55 4.75	d39.50 4.90	d40.70 5.10	d41.55 5.30	d46.95 5.70	d49 30 6.00	d51,85 6,35		
Quaker City Rubber Co., Philadelphia, Pa. Aug. 1, 1922	N.S. G.T. Cord N.S. Cord G.T.		c10.95 2.00	d15.75 2.25 c17.50 3.50	d16.30 2.55 d22.95 3.95	d21.00 3.10 d26 95 4.50	d21.20 3.20 d29.15 4.75	d22.35 3.35 d30.05 4.95	d22.85 3.50 d30.85 5.10	d28.00 4.05 d37.70 5.80	4.20 d38.55 5 95	4 . 25 d39 . 50 6 . 10	4 30 d40 70 6.30	4.55 d41.55 6.50	5.00 d46.95 6.90	5 20 *49.30 7.20	*51 85	d85 00	
Racine Auto Tire Co., Racine, Wis. July 24, 1922	P. A S. Cord Rbd. & H.S. G.T. Re-Cord T. "Commercial" Cord		10.35 10.80 2.00 2.60	18.00 2 20	27.50 2.55 3.00	3.10	33.00	34 00 3.30 3.90	35.50 1.50 4.00	42.35	4.20	4.25	4.30	5.40	5.00	5.25	5.55		
Racine Rubber Co., Racine, Wis. Aug. 4, 1922	Country Road N.S. Cord N.S. 'Racine Trusty Tread'' G.T. R.T.		9.75 1.95 2.45	14 65 10.65 2.30 2.85	22.95 2.60 3.05	3 20 3 .55	3.30	30.08	30.85	37 70 0 4.20 4.75	38.60	39 55 4.45	40 65	4.70	5.15	5.40	51.85	8.78	i
Republic Rubber Co. Youngstown, O. May 22, 1922	Fabric "Staggard" rande Cord "Staggard" Blackline Red T. Grande Cord T.		2.45 2.10	2.90	3.05	d31.83	3.80	3.90	4.10	0 4.75	d45.45 4.90 4.95	5.05	d47.90 5 25 5 30	5.45	5.85	6.20	6.55		
Reynolds, W. C., 151 W, 38th St. N. Y. C., Nov. 20, 1921	Cord Tubes "Para" Cord					4.90 30.60	33.78	34.8	35.8	5 44.35	7.10 45.4d				8.45 55.25				::
Rubber Products Co. Barberton, O. June 15, 1922	Cord N.S. G.T. R.T.		2.00 2.80	2 30	d18.25 d27.95 2.70 3.50	3.10	3.25	d34.50	d35.40	0 d40.20 0 3.88	d41.15 4.00 6.35	4.25	4.40	4.65			157.60 5.30 8.1		
Rubber Products Corp., "B. Shelton, Conn. Oct. 1, 199	lack Stripe" T. 21 "Arpeco" T.	3.35	3.50 1.50	4.05	4.40			5.43	5 5.6		6.85	7.00 4.20	7.25 4.45		8.18 5.38	8.60 5.80	9.00		5
Rufenacht Rubber Co., Bucyrus, Ohio	N.S. Tubes			9.00 1.50														- 1 1 4 1	: :
Salem Rubber Co., Salem, Ohio July 20, 1922	N.S. Regular Cord Super Size Cord G.T.		\$10.25 \$12.75	\$13.00 \$13.50 \$15.95 2.25	\$16.30 \$18.75 \$22.95 2.55	\$20.6 \$22.3 \$26.4 3.1	5 §21.20 5 §24.20 5 §29.10 0 8.20	\$22.3 \$25.4 \$30.0 3.3	5 §22.8 5 §25.9 6 §30.8 5 3.5	5 §28 40 5 §37.70 0 4.0	\$29.35 \$38.55 4.20	\$30.30 \$39.50 4.24	§31.70 §40.70 4.30	§32.18 §41.58 4.58	\$34.40 \$46.9 5.00	\$35.95 \$49.30 5.20	\$37.50 \$51.80 5.40		
Samson Tire & Rubber Corp. Los Angeles, Calif. Aug. 10, 1922 F	8. O. S. N.S. R.T. Heavy Duty Cords N.S. Heavy Duty Tubes			2.85 c18.90	$\frac{3.00}{426.50}$	d30.8	5 d33,90	0 d34.7	5 d35.8	0 4.6 5 d43.9 5 5.7	D d45.35	d46.48			d54.86	5.90 0 d56.95 0 7.50	5		0
Seiberling Rubber Co. Akron, Ohio June 1, 1922	"Portage" N.S. "Portage" Cord N.S. "Seiberling" Cord Tuber			c12.50		d25.8	0 428.4	0.120	0 429.7	. d34.9	0 d3 , .80 0 d35 .60 5 4 .90	d36 50)		d43.30 d45.60 5.70	0 d44.50 0 d46.90 0 6.00)		<u>.</u>]
S. H. Rubber Mfg. Co., "Win 1834 Broadway, N. Y. C.,	nner" R.T Nov. 5, 1921 G.T	2.5	2.40				5 3.6 0 3.2								5 5.00			10.4	5
Sioux City Tire & Mfg Co. Sioux City, Iowa Aug. 1, 1922	Sioux (Rbc N.S Sioux City (Rbc (N.S Cord N.S G.T R T	1 c 6.50 c 7.50	0 6 9.50 0 6 7.00 0 6 8.00	0 c10.50 c 9.00 c 9.56 c14.00	0 d16.00 0 d13 00 0 d14.00 0 d21.50 0 2.50	0 c19.0 c15.0 c16.0 d25.0	0 d21.0 0 *17 0 0 *18.0 0 d27.5 0 3.2	0 d22.0 0 *18.0 0 *19.0 0 d28.5 0 3.3	0 d22,7 0 *19,0 0 *20,0 0 d29,5 5 3,5	5 d2s.0 0 0 d36.5 0 4.0	0 4.2	d30.00 d26.0 d27.00 d38.50 d.2	0 d31 50 0 *27 00 0 *28.00 0 d39.50 5 4.30	d32 50 *28 00 *29.00 4.40	0 . d45.5 0 5.0	0 d38.00 . d32.00 . d33.00 0 d48.00 0 5.2	0 d33.0 0 d34.0 0	d81.5	ó :
Smith Rubber & Tire Co., Garfield, N. J., May 1, 193	Cord N.S		. 16.7	18.0	25.50	29.4	0 32.4	0 33.4	0 34.3	5 41.9	0 42.8	43.9	45.20	46.1	5 52.1	5 54.7	5 57.6	-!	
Sprockles "Savage" Tire Co. San Diego, Cal. Aug. 10, 1922	"Standard" P "Standard" Gri "D-22" N.S G.T Grafinite Tub	1.8 e 2.3	9.4 0 1.9 0 2.4	0 10.66 12.86 0 2.36 0 2.86	0 16.30 0 2.70 0 3.10	0 18.7 0 3.1 0 3 6	0 31.9 70 21.7 0 3.2 30 3.7 30 4.0	0 22.8 0 3 3 0 3 9	0 3 5	0 4.1 0 4.7	0 4.20	0 4.3 4.9	4.40 5.00	4.50	0 5 2 0 5.9	0 5 60 0 6,20	5.9	81.0 9 5 0 11.6 0 10.5	0 .
Standard Four Tire Co., Keokuk, Iowa Nov. 25, 1921	R.1 Rbd. & N.S Cord Rbd. & N.S G. & R.T Dandy Line" T	1.9	0 cl2.2	c14.9 c18.9 2.2	0 d19.1	5 c21.7	5 d25 . 4	0 d26 7 0 d33 5	5 d27.3	35,d34.0	5 d35.1	5 d36.3	0 d38 00	d38,50	0 0 d53.2	d44 50	0 d47 2	0	

September Corp. Tomora Transf. Patro Corp.					270				101									0010	BER,	1922
The Proof Corp. Figure Proof Corp. 1.50 2.50	Name	Trade Name and Treas	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x41/2	33x4½	34x43	≨ 35x4⅓	36x4}	33x5	35x5	37 x 5	36x6	38x7
Abere (1972)	Willoughby, Ohio	"Tiger Foot" Core G.T		1.90	13.50	22.95 2.55	26.4 3.10	0 3.20	3.35	3.50	37.50	4.20	4.2	5 4.3	0, 4.58	5.00	5.20	5.48	5	
Septime Tries Correction Tries Tries Correction Tries Tries Correction Tries Tries Correction Tries Tries Correction Tries	Akron, O	Star For Meteor Cord G.T.		c11.25	c14.85	d19.85	d29 5	d31.95	d32.90 3.35 3.80	d33.85 3.50 4.00	d40.65 4.05 4.65	d41.45 4.20 4.75	d42 40 4 20 4 90	0 d43.34 5 4.30 5.10	d44.45 4.55 5.30	d50.20 5.00 5.70	d52 50 5.20 6.00	d54.00 5 45 6 35	d81,00	d107.20
Styling Tire & Rabber Co. Cont No. 1.00 1.0	Rutherford N. J. Aug. 15, 1922	''Sovereign'' Cord Tubes		c14.00	c17.80 c16.50	d22 95 d22 95	d26.45	d29.15	d30.05	30.85d	d37.70	d38.55 d38.55	d39 50 d39 50	d40 70	d41.55	d46.95 d46.95	d49 30 d49 30	d51.85	d86 80	
Switcher Tire & Rubber Co. Terror Corp. Terror	Studebaker-Wulff Rubber Co Marion, Ohio June 24, 1922	"Marion" N.S. "S. W." Cord & N.S. G.T. R.T.		1.90 2.40	e13.00 e18.00 2.25 2.80	d17.50 d25.50 2.55 2.95	c19.50 d29.40 3.10 3.45	d23.00 d32.40 3.20 3.65	d24.00 d33.40 3.35 3.80	d24.50 d34.25 3.50 4.00	d41.90 4.05 4.65	d42 85 4.20 4.75	4.25 4.90			5.00	5,20			
Switchers (Tire & Rubber Co.	Oakland, Calif.	Cord N.S.				21.04 22.95 2.88	d23.13 d26.50 3.36	26 56 29.20 3.44	30.15	30.85	37.75	38.75	39.60	40.75		47.05	49.50	51.95	,	
Syspeemer Rubber Co. "Syspeemer Rubber Co. "Syspeemer Rubber Co. "Syspeemer Rubber Co. "Rubber Co. "Rub	Akron, Ohio	TNT Cord	i.90	c12.35 2.00	d14.20	d18.35 2.55 d25.50	d21.00 3.10 d29.40	d24_30	d25.20 3.35 d33.40 3.85	d96 15			ì——							
Treatwish Corp. Part	Syracuse, N. Y.	"Syra"-Cord G.T.		i.90	c16.75	d22.95 2.55 3 05	d26.45 3 10 3.70	d29.15	d30,05 3.35	d30.85 3.50	d37.70 4.05	d38.55	d39.50	d40.70 4.35	d41.55 4.55	d46.95	149.30	d51.85 5 45	d78.55	15.20
Age 26, 1922 Extra Heavy Cord T	Trenton, N. J.	Cord Ribbed & N. S. De Luxe R.T.		c13.60 2.20	c15.35	20 60 26.00 2.80	c22.80	29.10 33.05 3.35	30.40 34.10 3.50	31.60 34.95 3.60	36 70 42.75 4.40	37.90 43.70 4.60	39 10 44.80 4.70	40.85 46.10 4.80		43.00 53.20 5.50	44.65 55.80 5.60	50.85 58.75 5.80		
Trender N. J. Cord N. S. 18. 00	Trautwein Corp., Brooklyn, N. Y., Aug. 26, 1922	R.T.		2.45	2.90	d22.95 3.05 4.15	d26.45 3.55 4.75	d29.15 3.80 4.95	3.90	4.10	4.75	4.90	5 05		5.45	d46 95 6 5 85 7.95	6.20	6.55 8.70		
Cord Tubes	Trenton, N. J. Nov. 15, 1921	Cord N.S. R.T. G.T.		2.40	18.00	25.50 . 2.95	3.45	32.40	33.40	34.25 4.00	41.90	34.50 42.85 4.75 4.25	43.90	45.20 5.10	46.15 5.30	52.15	6.00	57.60		
365 Bradeway, N. Y. City	Triumph Tires 226 W. 56th St., New York City June 15, 1922	Tubes		6.85	11.95 8.25 12.95 1.65	1.95	18.45	13.95 19.95 13.20 18.95 2.35 2.90	20.95 13.85 19.95 2.45	21.65 14.20 20.65 2.55	26.95	27.45	27 95 15.00 26 95 3.20	15.00 28 45 15 00 27.45 3.25 4 10	15.00 28.95 15.00 27.95 3.45 4.55	15 00 32 00 3.85	33,95 15 00 32 95 3,95	34.95 15 00 33.95 4 30		
Type Rubber Co., Cord NS	Tropical Tire & Rubber Co., 365 Broadway, N. Y. City Aug. 15, 1922	Cord N.S.			12.45	16.90 22.95 2.25	21.35 26.45 2.95	29.15	30.05	30.85	37.70	38.55	39.50	40.70	41.55	46.95 4.75	49.30	51 85		
Mov. 15, 1971	Tuscan Tire & Rubber Co., Carrollton, O. Dec. 1, 1921	8,000 Cord N S.		2.40	214.75 220.75 2.80	119.15 c 125 50 . 3.10		d32 40 d	133 . 40 a	134 . 25 0	41.90 4 75	4.90	43.90 5 10	d45 20 5.25	d46.15	52 15 d 5.70	54 75 d 6.00	57.60 6.30		
Trenton, N. J. (6,000 miles) Cord N.S. (7, 25, 27, 28, 14, 28, 28, 28, 28, 28, 28, 28, 28, 28, 28	Nov. 15, 1921	N.S G.T R.T.		1.90 2 40	2.25 2.80	2.55 2.95	3 10 3 .45	*23.60 3.20 3.70	3.35 3.80	25 35 d 3.50 4.00	130.50 d 4 05 4.60	31.85 4.20 4.75	4.30 4.90		*35 75 4.55 5.30	5.00 5.70	54.80 41 30 5.25 6 00	43.80 5.45 6.35	9.00	
U.S. Compression Inner Tuber (Cord N.S. N.S. 13. 05 14.85 17.10 22 05 22 06 26 25 27 05 25 20 16 20 16	Trenton, N. J.	N.S 3,000 miles) Cord N.S "Safety" J G.T		10.00 C	31.15	3.60	4.30	152 30 d 4 45	135 35 d 153.90 d 4.65	36.10 d 55.30 d 4 85	45.00 d 59.15 d 5.65	46.45 § 60 50 § 5.80	47 95 62 05 5 95	150.10 d 163.85 d 6.00	6.30	d	58 80 d 77 35 d 7.25	62 35 . 81 .35 . 7 55 .		
Carainte, ''G, & J.' Nobby Tread, Royal Cord \$14, 65, 60 \$22, 95 \$26, 45, 622 \$55, 85 \$266, 05 \$33, 95 \$35, 70 \$38, 55 \$38, 95 \$38, 95 \$45, 95 \$36, 95 \$	Tulsa, Okla, Nov. 22, 1921	Cord T.		14.85	17.10 12.00	22 05 : 13.20	22 30 13 80	26 25 14.40	27.55 15.20	28 05 . 16.00	16.60	17.20	17.80	44.00 18.40	45.20 18 80	51 20	53.60	56 80 .		45.0 0
Springfield, O.	United States Tire Co., 1790 Broadway, N. Y. C. July 29, 1922 "Stalwart" "Granite," "G. & J." "Revere," "Nobby Tread," "Hartford," "Royal"	Usco Tread Chain Tread Nobby Tread Royal Cord Royal Tube		9.75 c 11.40 c 12.55 c	10.65 d 13.00 d 15.60 d 14.65 d 2.90 2.30	15,70 c 16 90 c 20 45 c 22 95 d 3.05 2.60	18.65 d 21.35 d 23 00 d 26.45 d 3 55 3.20						0.00		0.70	46.95 d4 5.85	13 20 de 19 30 de 6 20	45.75. 51.85 6.55.		
Van Tire & Rubber Co., (6,000) Virginian Rubber Co., (6,000) Charleston, W. Va. Jan. 1, 1922 Cord N.S. 12.35 14 70 18.35 20.25 24 75 26.00 26.50 31 75 34.10 35 20 36.10		Cord Rbd Cord N.S . G.T .		2.15	9.00	26.35 26.85 2.90	30.95 3.45	33 60 34.10 3 55	34.65 3 35.15 3	35.55 4 36.05 4	40.90 4 41.90 4 4.50	4 65	43.90	45.20	5 05	52 15 5	4.75 8	57.60 6.05	82.65 13.50	
Jersey City, N. J., May 15, 1921 G.T. 2.35 2.55 2.95 3.15 4.00 4.10 4.20 4.30 5.20 5.30 5.40 6.50 6.00 6.30 6.40 6.50 Valcan Rubber Co., Eric, Pa. Cord Rbd. & N.S. vulcan (G.T. 1.80 1.90 2.15 2.45 3.10 3.20 3.30 3.40 4.00 4.10 4.20 4.30 5.20 5.30 5.40 6.50 6.00 6.30 6.40 6.50 Valcan Rubber Co., Eric, Pa. Vulcan (G.T. 1.80 1.90 2.15 2.45 3.10 3.20 3.30 3.40 4.00 4.10 4.20 4.30 6.50 6.40 6.50 R.T. 2.20 2.35 2.55 2.90 3.40 3.50 3.60 3.70 4.00 4.10 4.20 4.30 4.90 5.15 5.60 6.10 6.50 6.10 6.50 Valcan (G.T. 1.65 1.75 1.95 2.10 2.80 2.90 3.00 3.10 3.65 3.75 3.85 3.95 4.05 4.50 4.50 4.50 4.60 4.70 4.80 4.90 5.15 5.50 6.10 6.10 6.10 6.10 6.10 6.10 6.10 6.1	Charleston, W. Va. Jan. 1,	, 1922 Cord N.S .				18.55 2	20.25	24 75	26.00	26.50 3	31 75 3	34.10	35 20	36.10		4	1.85 4	5.75		
Erie, Pa. Aug. 7, 1922 Vulcan (G.T. 1.80 1.90 2.15 2.45 3.10 3.20 3.30 3.40 4.00 4.10 4.20 4.30 4.40 4.95 5.15 5.40 8.50 Latex (G.T. 1.65 1.75 1.95 2.10 2.80 2.90 3.40 3.50 3.00 3.10 3.65 3.75 3.85 3.75 3.85 3.95 4.05 4.05 4.65 4.85 Vayne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.90 2.80 2.95 3.45 3.70 3.8 5.3 5.0 4.20 4.30 4.40 4.50 4.50 4.65 4.85 Vayne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.90 2.50 2.55 2.90 3.40 3.20 3.30 3.40 3.50 4.20 4.30 4.40 4.50 4.65 4.85 Varyne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.80 1.90 2.55 2.95 3.45 3.70 3.8 5.3 5.50 4.00 4.75 4.90 5.10 5.30 6.00 6.35 Varyne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.80 2.50 2.55 3.10 3.20 3.30 3.40 3.50 4.20 4.30 4.40 4.50 4.65 4.85 Varyne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.90 2.50 2.55 3.10 3.20 3.35 3.50 4.00 4.60 4.75 4.90 5.10 5.30 6.00 6.35 Varyne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.90 2.50 2.55 3.45 3.70 3.80 4.00 4.60 4.75 4.90 5.10 5.50 5.00 6.00 6.35 Varyne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.90 2.50 2.50 3.45 3.70 3.80 4.00 4.60 4.75 4.90 5.10 5.50 5.00 6.00 6.35 Varyne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.90 2.50 2.50 3.45 3.70 3.80 4.00 4.60 4.75 4.90 5.10 5.50 5.00 6.00 6.35 Varyne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.90 2.50 2.50 3.45 3.70 3.80 4.00 4.60 4.75 4.90 5.10 5.50 5.00 5.00 6.35 Varyne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.90 2.50 2.50 3.45 3.70 3.80 4.00 4.00 4.00 4.00 4.00 4.00 4.00 4	Jersey City, N. J., May 15,	1921 R.T. G.T.		2.55	2.95	3.15	4.00	4.10	4.20	4.30	5.20	5 30	5.40	5.50	6.00					
Vayne Tire & Rubber Co., Buffalo, N. Y. G.T. 1.90 2.25 2.55 3.10 3.20 3.35 3.50 4.05 4.05 4.00 4.05 4.00 4.05 4.00 5.10 5.25 5.45 5.25 5.2		Cord Rbd. & N.S., Vulcan (G.T., R.T., Latex (G.T.	1.80 2.20 1.65	1.90 2.35 1.75	2.15 2.55 1.95	2.45 2.90 2.10	3.10 3.40 2.80	3.20 3.50 2.90	3.30 3.60 3.00	3.40 3.70 3.10	4.00 4.60 3.65	8.55 di 4.10 4.70 3.75	39 50 d 4 20 4.80 3.85	40.70 d 4.30 4.90 3.95	41.85 de 4 40 5.15 4 05	d3 46.95 d4 4.95 5.60 4.50	4.90 d4 9.30 d5 5.15 5.80 4.65	6 10 51.85 5.40 6.10 4.85	75 00 8 50	
World Tire Corp., "Hall" Cord		G.T.	C	12.30 cl 1.90 2.40	14.95 di 2.25 2.80	2.55	9. IU	3.20	3.35	3.50	34 10 d3 4.05	6.20 da	36 35 d 4.30	38.05 d 4 35	38 60 4 55	d4	4 55 *4 5.25	7.25 5.45		
Tale Tire & Rubber Co., N.S	Vorld Tire Corp., 1508 Michigan Ave., Chicago	"Hall" Cord . Tubes .		1	8.00	25.50 2	9.40	32.40	33.40 3	34.25 4	1.90 4	2 85 4	13.90	45.20	46.15	2.15 5	4.75 5	7.60		
		Cord N.S.		j C.I	D. 4U (2	34. IU 02	7.75 di	23 . 55 d2 30 . 60 d3	24 . 85 d2 31 . 55 d3	25.35 d3	31.60	0.45.44	11 50 4	42 70 3	13 'eo 3	0.00.35	1 75 36	4 45 1	82.50 9.50	

Tire and Rim Assn. of America to Continue Activities of Tire and Rim Assn.

An event of interest to the Automobile Industry occurred recently, when the meeting of the incorporators of the Tire and Rim Association of America, Inc., was held. This new body takes over and continues the activities of the Tire and Rim Association, and provides for complete representation of the tire, rim, wheel and related parts industries.

In the early days of the automobile, many tire manufacturers produced their own rims, and in several instances tires of other makes would not fit these rims. As the industry grew, the manufacture of rims was taken up as a separate enterprise, and it soon became evident that standardization was imperative in order to provide complete interchangeabil-

ity of all makes of tires on all makes of rims.

To accomplish this the Clincher Automobile Tire Manufacturers' Association was formed and a line of standard rims worked out. Inspectors were placed in every rim plant and the official stamp of the association on rims became a guarantee that all makes of tires would fit them. The association was managed by the executive heads of the member companies and minutes of meetings carried the names of such well known figures as F. A. Seiberling, then president of the Goodyear Tire & Rubber Company, and now president of the Seiberling Rubber Company; C. J. Butler, president of Morgan & Wright, and now also vice president of the United States Rubber Company; H. S. Firestone, president of the Firestone Tire & Rubber Company; John Kelsey, president of the Kelsey Wheel Company, and others.

In 1917 the name was changed to the Tire and Rim Association, and its management devolved upon the technical executives of the member companies. During the war the association rendered valuable assistance to the government in working out a standardization program to reduce the number of tire sizes and types. The economies resulting from this work were enjoyed by all branches of the related industries and gave a great impetus to the tire standardization move-

ment of today.

The Tire and Rim Association of America, Inc., provides for membership from the tire, rim, wheel and related parts industries, and is governed by a Board of Directors composed of fifteen members. Seven of these represent tire manufacturers, four rim, three wheel and one the related parts manufacturers. Election of directors resulted as follows

Tires.—Firestone Tire & Rubber Co., J. E. Hale; Fisk Rubber Co., J. D. Anderson; B. F. Goodrich Co., W. H. Allen; Goodyear Tire & Rubber Co., B. Darrow; Hood Rubber Co., E. O. Fritch; Miller Rubber Co., C. F. Offensend; United States Rubber Co., S. P. Thacher.

Rims.—Hayes Wheel Co., J. H. Wagonhorst; Jaxon Steel Products Co., W. B. Minch; Kelsey Wheel Co., Ford Lawrence; Standard Parts Co., John

Wheels.—Budd Wheel Co., P. Pleiss; Motor Wheel Corp., C. C. Carlton; Wire Wheel Corp. of America, O. J. Rohde.

Related Parts.—A. Schrader's Son, Inc., W. J.

Kirkpatrick.

The first meeting of the Board of Directors was held immediately after the meeting of the incorporators and the following officers were elected: President, S. P. Thacher; vice president, John Younger; secretary, C. A. Thompson; treasurer, H. W. Kranz.

Mr. Thompson also remains as General Manager and C. E. Bonnett as Chief Rim Inspector.

The new association covers the entire field of tire and rim standardization, while contining the work of rim inspection and its plans include close co-operation with other bodies engaged in related work. Its immediate goal is the enrolling in its membership of every tire, rim, wheel and related parts manufacturer in the United States and Canada. In addition to the home office of the corporation, in Hartford, the new association will continue to use the offices occupied by the Tire and Rim Association in the Leader-News Building, Cleveland, Ohio.

Paige Brings Out Special Jewett Model

Realizing that paint and trim give a car the individuality that often makes a satisfied customer out of a luke warm prospect, the Paige Motor Car Co. has added to its Jewett line a "special" in the touring

The new job mounted on the standard 50 horsepower Jewett chassis, has the body and hood finished in mole-skin gray. The color, besides being dust proof in character, brings out the straight lines of the body. A nickeled radiator shell and Tuarc disk wheels are fitted, the wheels being finished in the gray of the body with a touch of scarlet at the hubs. and nickeled rims. Outside valve stems furnish wood wheel convenience with disk wheel beauty.

Harmonizing with the gray of the body, the upholstering is a gray green Spanish leather, laid over deep sprung cushions. The upholstering gives the final touch of smartness which marks the car as a special in color and finish. Standard black running

gear and fenders are fitted.

This model, with special finish, wheel equipment, and upholstering, lists at \$1,095, or \$100 more than the standard blue Jewett, with black leather upholstering and wood wheels.

Gernandt Oil Engine Developed by Bendix

Vincent Bendix, president of the Bendix Engineering Works, of Chicago, and also the inventor of the Eclipse-Bendix drive, announces that his company has developed the Gernandt oil engine, designed for use in automobiles, motor boats and locomotives, to the point where it can be offered to the industry. The Bendix company will not manufacture the engine but license its manufacture by others.

Bendix, Waldo G. Gernandt and Charles Bathrick have been working on this engine for the past five years and the design is protected by a series of basic patents.

George P. Smith Chosen Head of Mercer Motors

At a meeting of the board of directors of the Mercer Motors Co., Trenton, N. J., George P. Smith, of Smith & Gallatin, brokers of New York City, was elected president to fill a vacancy which has existed since the company severed relations with Hares Motors.

R. W. Barnus was chosen vice-president in charge of production and finance to succeed H. E. Barthel, resigned. Barnum was formerly vice-president and general manager of the Barnum-Richardson Co., iron manufacturer of Lime Rock and East Canaan, Conn., and for the last three years has served as general manager of the body department of Mercer Motors in New Haven.

W. A. Smith was elected vice-president in charge of sales and service. He has been connected with the company invarious capacities for the last twelve years, and for the last year and a half has served as general sales manager.

Dealers in Parts for Orphan Cars

Parts for Orphan Cars are Carried by the Dealers Listed on Opposite Page. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

	* **	at I alticular C	aı.	
	Courier1-8-9-62-123-	Henderson8-9-25-		
Acme	136-142-143-163	Henry8-9-64-107-123	Mora	
Adams Truck 93 Aerocar 1-8-9-123	Courier-Clermont 123-	Herff-Brooks 76	Moyer8-9-123	Russell9
Alco33-123	Courier-Glide 99	Herreshoff2-64-123		
Alden-Sampson 123-143	Craig-Toledo38-123			Sampson9-123-136-143
Allen 5	Crescent8-9-123		Nance 64	Samson
Allis-Chalmers123	Cricket123	Imperial .8-9-108-123-144	Northern123	Sandusky 46
Alpena	Crow8-9-44-123 Croxton9-123	Indiana123	Northwestern123	Savoy
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American Mors135	Cutting8-0-55-62-71-			Scripps-Booth Cycle
Ames	123-162-163			Car
Amplex64-99-123		Teffrey103	Ohio8-9-123-163	Selden8-9-02-04-99-123 S. G. V
Anchor 3 Anhut	Dart123	Jenkins123	Oliver123	Sheridan109
Argo10-67-99-123	Dayton123	Johnson 78	Omaha9-123 Orient100	Shaw
Atlantic123	Dearborn-Detroit 123		Oswald 12	Silent-Knight162
Atlas8-9-11-64-99-123	Deere-Clarke 90		Otto 79	Southern 123-141
Autocar	De Kalb123	Keeton123-144	Owen	Spaulding123 Speedwell9-123
Avery 10	De Luxe123 De Mot123	Kelsey 85 Kermath 123		Sphinx 8-0-167
	Deschaum 123	Knox 86		Springfield 73
	De Sota	Komet84-123	Packers	Standard-Six8-9-
Babcock 20-64-123	De Tamble2-8-9-48-123	Krall123	Paige (3 cyl.)13-123	Star
Badger 8-0-123-138	Detroiter123-136-143	Krit9-123-144	Palmer-Moore106	Staver8-9-10-123-145
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90-99 Berkshire8-9-123	Duer 34	Lane Truck 83 Lenox9-123	123-142	Stoddart-Dayton9-22-
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Brintell123 Broc (elec.)123	E. M. F149	Luverne (1913)8-9 Lyons-Knight162	Pope-Hartford43-62-	Thomas-Detroit 123
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	Firestone-Columbus8-	Marion-Handley .64-108	90-90-101-103-121- 129-136-167	Universal Truck 95
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144-152		Mather	Queen	
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- I. Akeley-Steele Co., 79 Galena Blvd., Aurora, III.
- 2. American Motor Parts Co., Indianapolis, Ind.
- 3. Anchor Buggy Co., Cincinnati, Ohio.
- 4. Anchor Motor Car Co., St. Louis, Mo.
- Allen Motor Service Co., 2200 Diamond St., Phila., Pa.
- 6. Atlantic Refining Co., Phila., Pa.
- 7. Autocar Co., Ardmore, Pa.
- 1. Auto Gear Co., 844 Righth Ave., N. Y. City.
- e. Auto Gear & Parts Co., Atlanta, Ga.
- 10. Auto Parts Co., St. Louis, Mo.
- II. Automobile Sales Co., Springfield, Mass
- 12. Auto Salvage Co., Inc., Kansas City, Mo.
- 13. Auto Tire & Parts Co., Cape Girardeau, Mo.
- 14. Automotive Corp., Toledo, Ohio.
- 15. Avery Co., Peoria, III.
- 20. Babcock Mfrs.' Sup. Co., Watertown, N. Y.
- 21, Babel, L., 371 E. auth St., Chicago, III.
- 22. Barney's Auto Parts Co., 236 W. 50th St., N. Y. City.
- Bauer Mach. Wks., Kansas City, Mo.
- 24. Bergdoll Co., Louis J., Phila., Pa.
- 25. Buda Co., Harvey, Ill.
- 26. Burt Motor Car Co., Los Angeles, Calif.
- 30. Cameron Motors Corp., s Columbus Circle, N. Y. City.
- 31, Case Threshing Mch. Co., J. I., Racine, Wisc.
- 32. Chadwick Engrg. Works, Pottstown, Pa.
- 33. Chandler, Ralph J., 526 So. Flower St., Los Angeles, Cal.
- 34. Chicago Coach & Carr. Co., Chicago, Ill.
- 35. Clark Motor Car Co., Shelbyville,
- Inote: 36. Coates-Goshen Auto Co., Goshen,
- N. Y. 17. Colburn Automobile Co., Denver, Colo.
- 38. Colter, A. W., Toledo, Ohio.
- 39. Columbia Auto Rep. Co., Hartford, Conn.
- 40. Columbus Buggy Parts Co., Columbus, Ohio.
- 41. Commonwealth Motors Co., 326 W. Madison St., Chicago, Ill.
- 42. Corbin Motor Vehicle Co., New Britain, Conn.
- 43. Council Bluffs Auto Parts Co., Council Bluffs, Iowa.
- 44. Crow-Elkhart Motor Co., Elkhart, Indiana,
- 45. Cutting Co., Robt. M., Chicago, Ill.
- 46. Dauch Mfg. Co., Sandusky, Ohio.
- 47. DeKalb Wagon Co., DeKalb, Ill.
- 48. DeTamble Motors Co., Indianapolis, Ind.
- 49. Driggs Seabury Ordnance Co., Sharon, Pa.
- 50. Douglas Motors Corp., Omaha, Neb.
- 52. Elkhart Carriage & Motor-Car Co., Elkhart, Ind.
- 53. Empire Automobile Co., Indianapolis, Ind.
- 54. Enger Motor Car Co., Indianapolls, Ind.

- 55. Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
- 58. Filer & Stowell, Milwaukee, Wisc. Gaeth Motor Car Co., Cleveland,
- Ohio. 61. Garford Motor Truck Co., Lima, Ohio.
- 62. Genesee Auto Wrecking Co., 430 Genesee St., Buffalo, N. Y.
- 63. Goldberg, H., 1420 So. 8th St., Phila., Pa.
- 64. Gorey & Co., Jos. C., 354 W. 50th. St., N. Y. City.
- 65. Gramm Motor Truck Co., Lima, Ohio.
- 66. Grant Mach. Works, 5401—83rd Ave. So., Seattle, Wash.
- 67. Great Western Auto Co., Kalamazoo, Mich.
- 68. Geneva Wagon Co., Geneva, N. Y.
- 70. Hannon, J. E., 24 Mass. Ave., Detroit, Mich.
- 71. Harris Bros. Co., Chicago, Ill.
- 72. Hartford Motor Car Co., Hartford, Conn.
- 73. Hass Elec. & Mfg. Co., R., Springfield, Ill.
- 74. Hassler Motor Car Co., Indianapolis, Ind.
- 75. Hinsdale Elec'l Sup. Co., Hinsdale, Ili.
- 76. Holzapfel & Son, Henry, Richmond, Ind.
- 77. Jackson Motors Corp., Jackson, Mich.
- 78. Johnson Service Co., Milwaukee, Wis.
- 79. Jones, Mark W., 53rd & Lansdowne Ave., Phila., Pa.
- 83. Kalamazoo Motors Corp., Kalamazoo, Mich.
- 84. Keith Bros., Elkhart, Ind.
- 85. Kelsey Motor Co., Hartford, Conn.
- 86. Knox Motors Co., Springfield, Mass.
- 90. Levene Motor Co., Phila., Pa.
- 91. Levengood, A. J., 153 N. 4th St., Reading, Pa.
- 92. Lion Motor Parts Co., Phila., Pa.
- 93. Longaker Co., V. A., Indianapolis, Ind.
- 94. Lozier Motor Car Co., Detroit, Mich.
- 95. Mansfield Steel Corp., Detroit, Mich.
- 97. Marathon Service Co., Nashville, Tenn.
- 98. Matheson Co., Frank F., Wilkes-Barre, Pa.
- 99. Maxwell Bros. Auto Salvage Co.,
- St. Louis, Mo. 100. Metz-Friction Service, Waltham, Mass.
- 101. Midland Motor Co., Phila., Pa.
- 102. Midland Motor Car & Truck Co., P. O. Box 152, Oklahoma City, Okla.
- 103. Mid-West Auto Parts Co., 1318 W. B'way, Council Bluffs, Iowa.
- 104. Mier Carriage & Buggy Co., Ligonier, Ind.
- 105. Miller Car Co., Goshen, N. Y.
- 106. Moffitt's Sons, B. O., Binghamton, N. Y.
- 107. Muskegon Auto Co., Muskegon, Mich.
- 109. Mutual Motors Co., No. Tonawanda, N. Y.
- 109. Olds Motor Works, Lansing, Mich.

- 110. Myers Machine Co., Sheboygan,
- 114. Nebraska Iron & Metal Co., 122 Norfolk Ave., Norfolk, Nebr.
- 115. New Columbus Buggy Co., Columbus, Ohio.
- 116. Newton Co., J. E., 165 Redford St., Fall River, Mass.
- 118. Pathfinder Co., Indianapolis, Ind.
- 119. Petrie & Morganthall, Greencastle, PE
- 120, Phila. Mach. Wks., Phila, Pa.
- 121. Pullman Motor Car Co., York, Pa.
- 122. Pungs-Finch Auto & Gas Eng. Co., Detroit, Mich.
- 123. Puritan Mach. Co., Detroit, Mich., and N. Y. City.
- 124. Queen City Auto Parts Co., 638
 Main St., Cincinnati, Ohio.
- 126. R. C. H. Corp., Detroit, Mich.
- 127. Randolph Motor Truck Co., Flint, Mich.
- 128. Red Arrow Auto Co., Orange, Mass.
- 129. Republic Motor Car Co., Youngstown, Ohio.
- 130. Riverside Mchy. Depot, Detroit, Mich.
- 131. J. Rosenfield, 521 Sixth St., So. Boston, Mass.
- 132. Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, Ohio.
- 135. St. Louis Car Co., St. Louis, Mo.
- 136. Saunders, Ernest W., 27 Stanhope St., Boston, Mass.
- 137. Schacht Motor Truck Co., G. A., Cincinnati, Ohio.
- 138. Schultz & Harder, Columbus, Wisc.
- 139. Singer Motor Co., 102 West End Ave., N. Y. City.
- 141. Southern Auto & Equip. Co., Atlanta, Ga.
- 142. Southern Welding Co., Waco, Tex.
- 143. Standard Motor Parts Co., Newcastle, Ind.
- 144. Standard Motor Parts Co., Detroit, Mich.
- 145. Staver Co., 106 W. 55th St., Chicago, Ill.
- 146. Stevens Duryea Co., Chicopee Falls, Mass.
- 147. Stevens Duryea Co., 72-12th St., San Francisco, Calif.
- 148. Stevens Duryea Service, Inc., 219 E. 67th St., N. Y. City.
- 149. Studebaker Corp. of America, Detroit, Mich.
- 150. Stutz Motor Car Co., 2450 Mich. Ave., Chicago, Ill. 151. Y. F. Stewart Motor Car Co.,
- Bowling Green, Ohio. 152. Shaw Auto Sales Co., 513 W. 50th St., New York.
- 156. Thomas Motor Car Co., E. R., Buffalo, N. Y.
- 157. Toepfer's Sons, Frank, Milwaukee, Wise.
- 160. Walker & Barkman Mfg. Co., Hartford, Conn.
- 161. Waukesha Motor Co., Waukesha, Wis.
- 162. Wolf Auto Parts & Tire Co., 619 N. Ill. St., Indianapolis, Ind. 163. Wyckoff Auto Salvage Co., Sionx
- 167. York Motor Car Co., York, Pa.

City, Iowa.

170. Zimmerman Mfg. Co., Auburn. Ind.

Bearing Service Co. to be Dissolved

The Bearings Service Co. as an active organization will be dissolved December 31, 1922, according to Alfred K. Hebner, president and general manager.

The Bearings Service Co. was incorporated June 26. 1916, and will have completed by December 31, 1922, six and one-half years of existence, being the concern acting through 32 direct branchs and approximately 1,000 distributors as the service department of The Timken Roller Bearing Co., the Hyatt Roller Bearing Co. and The New Departure Manufacturing Co. for the service distribution of Timken, Hyat and New Departure bearings.

Mr. Hebner issued the following statement:

"Although the same mutually friendly attitude exists among the manufacturing principals through whose efforts the Bearings Service Co. was brought into existence, with automotive service activities and policies becoming more and more important in the industry as they have during the past several years there has been a growing mutual realization between The Timken Roller Bearing company and the General Motors Corp., whose interests have been represented in the Bearings Service Co., that the best ultimate goal would be secured by each through a separation of their bearings service program.

"To this end on and after October 1, 1922, the servicing of Hyatt and New Departure bearings, the manufacturers of which are units of the General Motors Corporation, will be handled by the United Motors Service, Inc., and a new company to be known as as The Timken Roller Bearing Sales & Service Co. will care for the servicing of Timken

bearings.

"Until January 1, 1923, when The Timken Roller Bearing Sales & Service Co. will be in operation, the Bearing Service Co. will continue the servicing of Timken bearings as heretofore at all its 32 direct branches located in the following cities: Atlanta, Boston, Chicago, Detroit, Los Angeles, Minneapolis, New York, San Francisco, Seattle, Kansas City, Dallas, Cleveland, Denver, Indianapolis, Birmingham, Richmond, Philadelphia, St. Louis, New Orleans, Pittsburgh, Omaha, Portland, Toronto, Winnipeg, Brooklyn, Fresno, Milwaukee, Salt Lake City, Baltimore, Buffalo, Newark, Oklahoma City. "In addition in any of these cities where the

"In addition in any of these cities where the United Motors Service, Inc., does not have branches the Bearings Service Company's branches up to January 1, 1923, will sell for service Hyatt and New

Departure bearings.

"To indicate the continued mutually friendly attitude in service affairs between the manufacturers of Timken, Hyatt and New Departure bearings, the United Motors Service, Inc., will appoint as service distributors of Hyatt and New Departure bearings the direct branches of The Timken Roller Bearing Sales & Service Co. in cities where the United Motors Service, Inc., has no direct branches and conversely The Timken Roller Bearing Sales & Service Co. will appoint direct branches of the United Motors Service, Inc., as its service distributors for Timken bearings in such cases.

"These arrangements will result in the public obtaining just as good if not better service on all these bearing lines, Hyatt, Timken and New Departure, than has been available in the past through the Bearings Service Company."

K. K. Hoag has been appointed advertising manager of the Hyatt Roller Bearing Co.

Arrow Motors Changes Name to Courier

The Arrow Motors Co., Sandusky, Ohio, has changed its corporate name to the Courier Motors Co. to conform with the name of its car, which will be known as the Courier. As has been previously announced, the Arrow Motors Co. acquired the plants, assets and good will of the former Maibohm Motors Co. The Courier Motors Co. takes all these over from the Arrow Motors Co.

Production is under way on six cylinder models, which are custom-built and painted, and it is stated that enough orders are on hand to keep the plants

at capacity for several months.

The officers of the company are A. C. Burch, president, who was former vice-president and director of sales of the Clydesdale Motor Truck Co.; O. O. Brace, vice-president, who is also president of the Sandusky Nut Co.; E. E. Ernst, treasurer; J. G. Pyle, secretary and general counsel; E. G. Kirby, vice-president of the Commerce-Guardian Trust & Savings Bank, Toledo; R. E. Hayslett, treasurer of the Hydraulic Steel Co., Cleveland; and N. T. Brotherton, of The Brotherton Co., Detroit.

All-Steel Business Sedan Being Produced by Dodge

A new all-steel business sedan is announced by Dodge Brothers, Detroit. It will sell for \$1,195, or \$250 under the price of the previous sedan model which it replaces. The feature of the new body model is the use of steel for the entire body construction with the exception of the roof, which is of fabric construction not subject to rumble.

The finish is baked enamel instead of that obtained by the 18 hand rubber and painting operations formerly used, and this making it possible to mature the jobs in five days instead of ten. The upholstery is

leather.

The rear seat cushion, rear side and back cushions are separate units, converting the entire rear section of the car into a spacoius carrying compartment.

The front seat tilts forward, affording clearance through the rear doors. This gives a door opening large enough to admit a trunk or parcel 22 in. wide by 48 in. high.

American Commercial Car Co. Asks Permission to Dissolve

The American Commercial Car Co., Detroit, has filed application with the Wayne Circuit Court, for permission to dissolve and wind up its affairs under the provisions of the statutes of Michigan, and asked that the Security Trust Co. be appointed temporary receiver for this purpose. This application does not mean that the corporation is insolvent and unable to pay its bills, but was filed because of present day depressed business conditions and other reasons, which made further operation of the business unprofitable.

Olds Opens New Showroom in Detroit

As an addition to the Oldsmobile sales facilities in Detroit, the Olds Motor Works, of Lansing, Mich., has opened a new show room in the General Motors Building, at the corner of Grand and Second Boulevards. The new show room is to be under the direction of Ross C. Lowrie, who for years has been with the Oldsmobile branch in Detroit. In addition to the new General Motors Building show room, the company will continue to operate its branch show room at Woodward Ave. and Sproat St., under the direction of William J. Clemens, branch manager.

BEARING DATA SECTION

in this section we have published the type number of both Ball and Roller Bearings used in about 3,000 models of Passenger Cars and Trucks from 1909 to 1919. Where Bell Bearings are used both the name of the bearing is given. Where Roller Bearings are used both the name of the bearing and the number are given.

EQUIVALENT TABLE OF ANNULAR BEARINGS

Annular Ball Bearings are interchangeable. Below is a table showing the type number of each manufacturer equivalent to numbers we have used, which oppear in the

																	4
Key Bearing	Hess-l	Bright	S. R. B.	Gurney	U. S. 1	Fafnir	R. I. V.	F. & S.	S. R. O.	Norma	Schafer	Schatz	8. K. F.	Rhine-	. B. F.		eparture
Numbers	Regular	Monarch	Ball	C. G.Z. Z.C.	(Strom)					Ball		Universal		land		Radax	8. 1.
200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 220 221 221 222 300 302 303 304 305 306 307 307 308 308 309 310 311 312 313 314 315 316 317 318 319 319 311 311 311 311 311 311 311 311	200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 220 221 221 222 300 303 304 305 307 308 309 310 311 312 313 314 315 316 317 318 319 319 319 319 319 319 319 319 319 319	6200 6201 6202 6203 6204 6205 6206 6207 6208 6209 6210 6211 6212 6213 6214 6215 6216 6217 6218 6219 6220 6303 6304 6305 6306 6307 6311 6312 6313 6314 6315 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318 6316 6317 6318	200 201 202 203 204 206 206 207 208 209 210 212 213 214 216 217 218 220 221 300 301 302 304 305 306 307 308 309 310 311 312 313 315 316 317 318 319 404 405 406 407 408 407 408 417 418 415 416 417 418 420	200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 220 221 300 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 404 405 406 409 410 411 412 413 415 416 417 418 419 420	200 201 202 203 204 205 206 207 208 209 210 211 212 214 215 216 217 219 220 221 221 300 301 302 304 305 306 307 308 309 310 311 312 313 315 316 317 318 319 320 321 404 405 406 407 408 409 4110 4111 413 415 416 417 418 419 420	200a 201a 202a 203a 202a 203a 205a 206a 207a 208a 207a 208a 210a 211a 212a 215a 215a 216a 217a 218a 207a 208a 207a 208a 207a 214a 215a 216a 216a 217a 218a 207a 207a 207a 207a 207a 207a 207a 207	0000A 000A 000A 00A 1A 2A 3AA 6AA 7AA 8AA 11AA 11AA 11AA 11AA 11AA 11AA	A 102 A 113 A 120 A 125 A 335 A 445 A 455	354b 355 356 357 358 360 361 362 363 364 365 367 368 377 368 370 302c 303 304 305 306 307 310 311 312 313 314 315 316 317 318 319 320 3311 312 331 344 315 316 317 318 321 331 344 343 344	L 20 L 25 L 25 L 25 L 25 L 25 L 25 L 25 L 25	202 202B 203B 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 220 221 221 221 222 302 302b 304 305 306 307 308 307 308 307 308 307 308 307 308 307 308 307 308 307 307 308 307 308 307 308 307 308 307 308 307 308 307 308 307 408 408 409 409 409 409 409 409 409 409 409 409	200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 220 301 302 303 304 305 306 307 308 307 308 307 308 310 311 312 321 313 314 315 317 318 319 320 321 311 312 321 321 321 321 321 321 321	1200 1201 1202 1203 1204 1205 1206 1207 1208 1210 1211 1212 1213 1214 1215 1216 1217 1218 1219 1220 1300 1301 1302 1303 1304 1305 1306 1307 1308 1309 1301 1311 1312 1313 1314 1315 1316 1317 1318 1319 1320 1321 1311 1312 1313 1314 1315 1316 1317 1318 1319 1320 1321 1311 1312 1313 1314 1315 1316 1317 1318 1319 1320 1321 1311 1322 403 404 405 406 407 408 410 411 412 413 414 415 416 417 418 419 420	200a 201a 201a 202a 203a 204a 205a 207a 208a 207a 209a 210a 211a 212a 213a 214a 215a 217a 218a 221a 221a 221a 300a 301a 302a 303a 305a 306a 307a 308a 308a 308a 308a 308a 308a 308a 308	200a 201a 201a 202a 203a 205a 207a 208a 207a 208a 210a 211a 212a 213a 214a 215a 217a 218a 220a 301a 302a 303a 305a 306a 307a 310a 310a 310a 310a 310a 310a 310a 310	0200 0201 0202 0203 0204 0205 0206 0207 0208 0207 0211 0212 0213 0214 0215 0216 0217 0218 0219 0220 0301 0302 0301 0302 0301 0302 0301 0301	12J 120 1202 1203 1204 1206 1207 1208 1209 1210 1211 1212 1213 1214 1216 1217 1218 1219 1220 1301 1322 1303 1304 1305 1308 1307 1308 1308 1307 1318 1319 1311 1311 1311 1311 1311 1311 1311 1311 1311 1312 1313 1314 1315 1316 1317 1318 1319 1322 1403 1405 1407 1405 1407 1409 1411 1419 1411 1416 1417 1418 1417 1418 1417 1418 1419 1420

Roller and Ball Bearing Data for Cars and Trucks from 1908 to 1921

KEY

FRONT AXLE BEARINGS -Inner Wheel.

Outer Wheel

-Steering Knuckle Thrust.

REAR WHEEL BEARINGS

D—Inner. E—Outer.

F-Single Bearing.

DIFFERENTIAL BEARINGS

G—Right Hand. H—Left Hand.

I-Thrust.

DRIVE BEARINGS

-Pinion or Worm Shaft Front. -Pinion or Worm Shaft Rear. Worm Spindle Thrust Front.
 Worm Spindle Thrust Rear.

N-Universal Joint Propeller Shaft.

CLUTCH BEARINGS -Clutch Shaft Pilot.

Q-Clutch Yoke or Throwout.

P-Clutch Shaft Rear.

R -Clutch Spider.

-Transmiss. Eng. Clutch Shaft.

MOTOR BEARINGS

Camshaft Front.

U-Camshaft Rear. V Camshaft Center.

W-Crankshaft Front. -Crankshaft Center.

Y-Crankshaft Rear.

TRANSMISSION BEARINGS

AA-Main Shaft Front.

BB-Main Shaft Rear.

CC-Spline Shaft Pilot. -Counter Shaft Front.

-Counter Shaft Rear. -Reverse Idler Gear. FAN BEARINGS

GG—Hub Bearing.
HH—Water Pump Shaft Bearing.
JJ—Air Pump Shaft Bearing.

STEERING POST

KK-Thrust Upper.

LL-Thrust Lower.

Magnetos and Lighting Generators are not covered in the following tables. Repairs on these machines are highly specialized work, and best results

Magnetos and Lighting Generators are not covered in the following tables. Repairs on these machines are highly specialized work, and best results are obtained by returning to the manufacturer or to an electrical Repair Service Station especially equipped for this service.

HOW TO USE THIS TABLE.—Look in the key at the top of this page for the letter corresponding to the particular bearing desired. Turn to the table and find the make and model of car for which the bearing is desired. Follow until the key letter is found.

In the Case of Roller Bearings, the make of bearing, followed by the manufacturer's type number, will be found following the key letter, as (Hy 16727) meaning, Hyatt bearing number 16727. Timken bearings can be supplied in parts, being composed of cone and cup. The numbers given show the cone first, as (5351-5320), 5351 being the cone, and 5320 the cup. Where Timken Bearings immediately follow name of car and model, and before any letter is used, it means that all bearings mentioned in that model are Timken Roller.

In the Case of Ball Bearings, the different makes of which are interchangeable, a number alone will be found following the key letter. This is a key number. Turn back to the equivalent table of annular ball bearings, at the beginning of the bearing section, and find this key number, which will be in the first column. Follow across the page until the column containing the make of bearing desired is reached. The number in this column will be the manufacturer's type number. In some instances, a notation such as the following will be found: 307 x 1½"; this means, 307 bearing with a special width, namely, 1½" wide instead of the usual width employed.

Where the letters B, C, N, D or T appear after the bearing, that letter must be used in ordering, as it is part of the manufacturer's designation number.

-Annular Ball Bearing.

D. R.—Double Row.
S. R.—Single Row.
R. T.—Radial-Thrust Bearings.
Norma—Norma Co. of Amer.

Bantam—Bantam Ball Brg. Co. Gur.—Gurney. Faf.—Fafnir. Bock—Standard Parts. H. B.—Hess-Bright.

Bock—Standard Parts. B. & B.—Borg & Beck.

Bower—Bower.
D. W. F.—Hess-Bright.
F. S.—J. S. Bretz.

ABBREVIATIONS

Hy.—Hyatt.
N. D.—New Departure.
Rh.—Rhineland.

Brg. Co. of Amer.—Bearing Co. of America. S. K. F.—S. K. F. Industries. S. R. B.—Standard Roller Bearing.

Tim.—Timken Bearing. U. S.—"U. S. Strom."

ABBOTT—1916 (6-44)—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower 209AL; (C) Bower, 209A; (AA) 210; Hy, 27797, (BB) 206; Hy, 27899, (DD) 306; Hy, 20972; (EE) 308; Hy, 20972; (FF) Hy, 26956.

1917 (6-44)—(A, B, D & E)—Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0407.

1918 (6-44)—(A) Bower, 308AL; (B) Bower, 305AL.

1917 (6-60)—(A) Br, 308AXL; (B) 305AXL; (F) 16681; (G & H) Hy, 26056; (J) 307; (K) 407

407.

ACASON—1916 (2 Ton)—All Timken Brgs.; (A) 4558-4620; (B) 3360-3320; (C) 341b-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 335-3320; (BB) 357-353; (DD & EE) 339-333

1917-18-19 (1½ Ton)—(AA) Hy, 97026; (DD & EE) Hy, 16506; (FF) Hy, 16820.
1918—Tim, Brgs. from A-K on all models—(2 Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5353-5520; (G & H) 559c-552; (J & K) 539c-532

1918 (3½ Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443b-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5768-5720; (J & K) 539c-552

1918 (5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354b-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320.

1919 (3½ Ton)—(D) 559TE-532; (G & H) 397-3920; (J) 444-432; (K) 456-453; (Q) 205; (AB) 397; (DD) 305; (EE) 306.

1920 (R-1½ Ton)—(D) 6378-63320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (Q) 205; (AA) Hy, 17026; (BB) 308; (CC & FF) Hy, 16820; (DD & EE) H16506.

1920 (R-2½ Ton)—(A) 4558-4520; (B) 3361-4320; (D & E) 5557-5520; (G & H) 559T-552; (J) 539E-532; (K) 5578E-5521; (Q) 205; (AA) 209; (BB) 309; (CC & FF) Hy, 26839; (DD) 306; (EE) 307; (HH) Hy, 27095.

1920 (L-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 6375E-6323; (K) 559-552; (Q) 205; (AA) 209; (BB) 306; (CC & FF) Hy, 17966; (DD) 307; (HH) Hy, 27095.

1920 (M-5 Ton)—(A) 45560-520; (B) 5351-5320; (D) 780-772; (E) 6552-6521; (C & H), 772-772; (J) 6375E-6323; (K) 559-552; (Q) 205; (AA) 209; (BB) 306; (CC & FF) Hy, 17966; (DD) 307; (EE) 308; (HH) Hy, 27095.

ACME—1916-17 (2 Ton)—(Tim. Brgs.; (A) 4588-4520; (B) 3360-3320; (C & 418-3320; (D) 670-6772; (D) 308; (EE) 308; (CC & FF) Hy, 17966; (DD) 307; (EE) 308; (FF) Hy, 1500-5780; (D) 307; (EE) 308; (D) 500-5780;
ACME—1916-17 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 339-333; (DD & EE) 319-313.

& E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 339-333; (DD & EE) 319-313.

1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320, (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454, (J & K) 539c-532 [1918-1920]—Tim. Brgs. from A-K on all models—Model (A)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 307; (O) 205; (P) 212DR; (Q) T19; (BB) 308DR; (DD & EE) 306; (GG) Oakes CX1608.

1919 (B)—(A) 4558-4520; (B) 3360-3320; (D & E) 5550-5521, (G & H) 477-473; (J & K) 456-453; (O) 205; (P) 212DR; (Q) T19; (BB) 307DR; (DD & EE) 300; (GG) Oakes CX1608.

1919-1920 (C)—(A) 4550-4520; (B) 4361-4320, (C) 443B-4320, (D) 6552-6521; (E) 5755-5720, (G & H) 5756-5720, (J) 559c-552, (K) 6359-6320; (O) 205; (P) 212DR. (Q) B & B (B) 390DR; (DD & EE) 307; (GG) Oakes CX1608.

1919-1920 (F)—(A) 4558-4520; (B) 3360-3320; (D & E) 6378-6320; (G & H) 477-473; (J & K) 456-453; (N) 307; (OG) Oakes CX1608.

1919-1920 (E)—(A) 5550-5520; (B) 5351-5320; (C) 5354B-L-563; (D, G & H) 780-772; (E) 6552-6551; (J & K) 6359-6320; (O) 205; (P) 208DR; (Q) B & B D-41; (BB) 310DR; (DD & EE) 306; (GG) Oakes CX-1608.

1920 (B)—(A) 4554-4320; (B) 3161-3120; (D & E) 539TD-532; (G & H) 397-3920; (J) 444-432; (K) 456-453; (O) 205; (P) 212DR; (Q) T19; (BB) 307DR; (DD & EE) 306; (GG) Oakes CX-1608.

ADVANCE-RUMELY—1920 (A 1½ Ton)—(A) Tim, 3762-3720; (B) 3360-3320

ADVANCE-RUMELY—1920 (A 1½ Ton)—(A) Tim, 3762-3720; (B) 3360-3320

AHRENS-FOX & CONTINENTAL—1915 (Spec.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6556-6321; (E) 5355-5320; (G & H) 3955-3920; (J) 3459-3420; (K) 559-552. (E—G & H) 5553-5520; (J) 443-4320; (D) 5550-5520; (J) 484-4320; (D) 5550-5520; (D) 6356-6321; (E) 5355-5320; (E) 6366-6321; (E) 5355-5320; (E) 6366-

1917 (L) -Tim. B_{1gs}; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 5552-5520; (DD & 5355-5320; (G & H) 5553-5520; (J & K) 555-5520; (C) 443-4320; (D) 5550-5520; (E) 5354-5320. (L) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5354-5320. (L) 5354-5320; (E) 5354-5320; (E) 5354-5320; (E) 5356-6321; (E) 5355-5520; (E) 5354-5320; (E) 5356-6321; (E) 5355-5320; (E) 5356-6321; (E) 5366-6321; (E) 5 1920 - (L-P)-(A) Tim, 555D-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-

AIR-O-FLEX—1919—(183-2 Ton)—(G) Hy, 26084; (H) Hy, 2608

ALCO (Pass.)—1910 (12-40, 9-60)—(A, 310; (B) 406; (D) 312; (E) 212; (G & H) 312; (J) 411; (K) 406; (AA) 211; (BB) 409; (DD) 308; (EE) 310. 1912 (9-16)—(A) 308; (B) 306; (D) 312; (E) 210; (G & H) 310; (K) 311; (AA) 210; (BB) 307; (DD & EE) 307.

ALCO (Truck)—1909-10-11 (3 Ton)), 1912-13 (1 & 2 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 5550-5520; (E) 5351-5320. 1912-13 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5551-5520. 1912-13 (4 & 5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6351-6321.

1913 (61/2 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6352-6321

1913 (6½ Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6852-6321.

All American—1919-1920—(A)—(A) Tim, 3357-3320; (B) 2382-2320, (D) 420-413; (E) 319-313; (G) 276-2720; (J) 275-2720; (K) 335-3320; Center Prop. Shaft Brg. 207DR; (O) 205DR; (P) 208 DR; (Q) Spec.; (AA) 208DR; (BB) 306DR.

1919-1920—(B-1)—(A) Tim, 3357-3320; (B) 2382-2320; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412; Center Prop. Shaft Brg. 207; (O) 205DR; (P) 308; (Q) Spec.; (AA) 308; (BB) 308; (DD) 305; (EE) 306.

1919-1920—(C-1½)—(A) Tim, 4357-4320; (B) 3196-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412; Center Prop Shaft Brg. 207; (O) 205DR; (P) 308; (Q) Spec.; (AA) 308; (BB) 308; (DD) 305; (EE) 306.

(F) 305; (Q) 596; (AA) 305; (BB) 308; (DD) 305; (EL) 306.

ALLEN—1915 (37) & 1916 (32)—(F) 309; (G & H) 209; (K) 307; (O) 205; (AA) 20; (BB) 207.

1916-17 (Classic)—(F) Bower, 309ADT; (G & H) Bower, 209AL; (J) Bower, 253T; (K) Bower, 307A.

1917 (37)—(F) 310; (G & H) 0210; (J) 307; (K) 407.

1917 (32)—(F) 309; (G & H) 209; (K) 307; (AA) 208; (BB) 207.

1916-17-18 (Model 41)—(A) Bower, 307AL; (B) Bower, 305AL; (D & E) 309; (G & H) 209; (J) 207; (K) 307; (C) 205; (AA) 208; (BB) 207; (DD & EE) 304.

1919 (41)—(DD & EE) Hy, 16957.

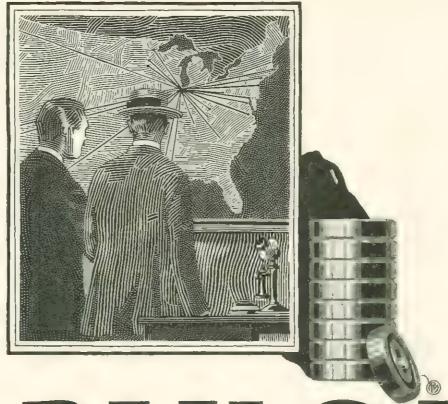
1919-20-21—(43)—(A) Bk, 317-31; (B) Bk, 235-23; (G & H) 355-35; (J) 257-25; (K) Bk, 334-33; (Clutch) B & B; (S) 208; (CC & DD) Hy, 16957.

ALLISON -1920—(603) (A) Tim, 317-312; (B) 2687-2620; (C & D) 415T-412A; (E & G) 3598-3520; (H) 2785-2720, (J) 3381-3320

ALTER—1915—(F) Hy, 16018 or 16225; (G & H) Hy, 26062 or 26063; (O) 205; (AA) 208; (BB) 307.
1916-17 -(F) Hy, 16225 or 16018; (G & H) Hy, 26063; (J) 0306; (K) 307; (O) 205; (AA) 208; (BB) 307.
1918 (All Models) -(F) Hy, 16018; (G & H) 26063.

AMERICAN—1920-21 (A)—)A) Bk, 310; (B) Bk, 308; (D, G & H) 5213; (J) 309; (K) 5409; (O) 205; (P) 208; (AA) 307; (BB) 308; (CC) 304, (DD & EE) 306.
1920-21 (B)—(A) Tim, 419-412; (B) 3191-3120; (D) Br, 309; (E) Br, 306; (G, H & J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

(EE) 300. 121—(B-1)—(A) Tim, 3720-3762; (B) 3320-3360; (D) 311; (G & H) 213; (J) 407; (K) 5407; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306. AMERICAN & BRITISH—1920—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (I) Spec; (J) Hy, \$4070; (K) 306; (O) 305; (Q) Spec.; (T) 206DR; (U) 207; (V) 210; (AA) 308; (BB) 307; (CC) 305; (DD & EE) 307; (GG) 202; (KK & LL) Spec.



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321 EAST TWENTY NINTH STREET, CHICAGO ILLINOIS

AMERICAN LA FRANCE—Continued 1910-14-15-16 (10-11-12-14)—Tim. Brgs.; (A) 539-532; (B) 415-413; (D) 539-532; (E) 415--Tim. Brgs.; (A) 5355-5320; (B) 415-413; (D) 5355-5320; (E) 415-413. 1)--Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521

(E) 6354-6321.

1917 (15 & 19)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (C & H) 5755-5720.

(G & H) 5755-5720.

1917 (31) — Tim. Brgs.; (A) 6552-6521; (B) 5355-5320; (C) 5354-5320.

1917-18 (75-10-12-14-20-34-35-40-41) — Same as 1910 Model 10-11-12-14.

1920—(2-C)—(D) Tim, 6356-6321; (E) 5355-5320.

1920 (10-12-45)—(A) Tim, 539-532; (B) 415-413; (D) 539-532; (E) 415-413.

1920 (19)—(A) Tim, 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (Sprocket Shaft) 5755-5720.

Shaft) 5755-5720.

AMERICAN MOTORS—1917 (Model A) ~(F) Hy, 16779; (G & H) Hy, 26056; (J) 0307; (K) 0407; (Q) 205; (AA) 209; (BB) 307.

1918-19-(F) Hy, 16779; (G & H) Hy, 26056.

1919-(A) Br. 308AXL; (B) Br, 305AXL; (F) Hy, 16779; (G & H) Hy, 26056; (I) Salis, 6177; (J 407; (K) 307DR; (O) 205; (Q & R) B & B; (AA) 210; (BB) 307; (EE) 305; (FF) 306; (KK & LL) Spec.

1920-(B)-(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) Hy, 57883; (K) 307DR; (O) 210; (Q & R) B & B; (KK & LL) Spec.

1920-(21-(C-6)-(A) Tim, 336-3320; (B) 236-2320; (F) 310 DR; (G & H) Tim, 366-363; (J) Hy, 57883; (K) 307DR.

ANDERSON—1914-15 (Mod. 47-48-49-50-51-52-53-54)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) 209; (J) 307; (M) 307; (U) S.K F. 709U.

1916-17-(G & H) 213; (J) 307; (K) 309.

1917-18 (6-40)—(A) Bower, 307N; (B) Bower, 305A; (D & E) Bower, 209AL& (G) Bower, 209A.

1917-18 (6-40)—(A) Bower, 307A; (B) Bower, 303A; (D & E) Bower, 279AL& (G) Bower, 209A. \$1913 (1 Ton Tr.)—(A) Tin, 419-412; (B) 3150-3120; (D) Tin, 4554-4520; (E) Tin, 3159-3120; (1919—(20)—(A) Bk, 337-33; (B) Bk, 235-23; (F) Hy, 16692; (G & H) Hy, 26486; (J) Bk, 317-31; (K) Bk, 333; (Q) B & B-D-41; (Retract Col.) B & B-D-39; (S) 205; (AA) 209. (BB) 307; (KK) 220.

(BB) 307; (KK) 220. 1920-21-(30, 40)-ABr. 336TXL; (B) 236TX; (F) 310DR; (G&H) Tim. 366-363; (J) 307DR (K) Hy. 27883; (Q) (B & B) D-41 (Retract. Col) B&B-D39; (S) 205; (AA) 209; (BB) 307; (G G) Oakes-C-1161; (KK & LL) Gemner 4797.

(G G) Oakes-C-1101; (KK & LL) Gemner 4797.

ANDERSON ELECTRIC—1916 (All Mod.)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 366-363; (G & H) 213; (J) 307; (K) 309
1917 (Mod. 62-63-64-65-66A)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) 213; (J) 307; (K) 309.
1917 (Mod. 68-69B)—Tim. Brgs.; (A) 342-3320; (B) 235-2320; (D) 435T-4320.
1913 (Mod. 38)—(A) Tim, 336-3320; (B) Tim, 235-2320; (D) 435T-4320.
1913 (Mod. 38)—(A) Tim, 336-3320; (B) Tim, 235-2320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G) 375-3720; (H) 256-2520; (J) 415-412; (K) 435-4320.
1917 (3 & 4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5355-520; (G & H) 375-3720; (G & H) 275-3720; (G & H) 275-3720; (G & H) 275-3720; (G & H) 26486

ANCER—1915-16-17 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

APEX—1919-20-21—(C)—(A) Tim, 3320-3387; (B) 2320-2382T; (D) Tim. 420-413; (E) 319-313; (G) 270-2720; (H) Wright 338; (J) 275-2720; (K) 336-3320; (N) SKF 307; (O) 205; (P, S & BB) 307; (Q) 212; (AA) 304; (DD) 305; (EE) 306; (FF) Spec.; (GG) Hy, C-600.

APEX MOTOR—1920—(A-L)—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) Tim, 366-363; (J) 307TDR; (K) Hy, 57883.

APPERSON—1913-14 (4-45) (455)—(A) 0309; (B) 0307; (D & E) Tim, 435-4320; (F) 408;

APPERSON—1913-14 (4-45) (455)—(A) 0309; (B) 0307; (D & E) Tim, 435-4320; (F) 408 (G & H) Tim, 385-383; Ann, 211; (J) Tim, 357-353; Ann, 307; (K) Tim, 357-353; Ann 407; (AA) Tim, 365-363; Ann, 210; (BB) Tim, 417-412; Ann, 307; (DD & EE) Tim, 319-313; Ann, 306.

1915—(G & H) Hy, 26056; (Q) 1210; (AA) Hy, 17074; (BB) Hy, 16562; (DD & EE) Hy,

18506.

1917 (All Models)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) Tim, 415T-412; (G & H) Hy, 26470; (J) Tim, 256-2530; (K) Tim, 417-412; (O) 205.

1915-16 (4-40 & 6-8)—Tim Brgs.; (D) 415T-412; (G & H) Hy, 26056; (J) 256-2530; (K) 417-412; (A) Hy, 17074; (BB) Hy, 16562; (DD & EE) Hy, 16506; (J) 256-2530; (K) 417-412; (A) Hy, 17074; (BB) Hy, 16562; (DD & EE) Hy, 16506; (J) Tim, 256-2530; (K) 441-4320; (P) 205; (AA) Hy, 17047; (BB) Hy, 16562; (DD & EE) Hy, 16506; (GG) ND. 05

1920—(8-205, A)—(G & H) Hy, 26470; (J) Tim, 417-412; (K) Tim, 441-4320

1921—(8-215, A)—(A) Tim, 342-4320; (AA) 26487; (GG) 303.

ARMLEDER—1917-18 (2 & 3½ Ton)—(O) 205; (AA) 308, Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919-20-21—(HW) Tim, Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205DR.

2610-262-264.

205DR. (KW)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375-6323; (O) 205DR. 1920-21—(20)—(A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 447-473; (J) 456-453; (K) 539E-532; (O) 205DR.

453; (K) 539E-532; (O) 205DR.

ARGONNE—1920—(GG) Hy, 29005.

ATLANTIC—1916 (Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5766-5720; (J & K) 559c-552.

1916 (Mod. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5520; (E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532.

1917-18 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 4558-4520; (E) 3360-3320.

1917-18 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320.

1917-18 (Mod. 3C & 3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6556-6521; (E) 6354-6321.

1917-18 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

ATLAS-See Martin Atlas

ATLAS—See Martin Atlas.

ATTERBURY TRUCK—1914-15 (2 Ton)—Tim. Brgs.; (D) 4350-4520; (E) 4361-4320. (Mod. D, 3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5851-5320.

(Mod. D, 3 Ton)—Tim. Brgs.; (A) 6550-6521; (E) 6354-6321.

1915 (Mod. D-W)—Tim. Brgs.; (A) 6550-5520; (B) 5351-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5765-5720; (J & K)*559c-552; (AA & BB) 440-4320; (DD & EE) 415-512.

1915 (Mod. B-W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (C) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 440-4320; (DD & EE) 316-312.

1915 (Mod. A-W)—Tim. Brgs.; (D & E) 375-3720; (G & H) 559c-552; (J & K) 539c-532; (AA) 277-274; (BB) 339-333.

1915 (Mod. C-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (H & G) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.

1916 (Mod. 6-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-4520, (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

1916 (Mod. 6-C)—Tim. Brgs.; (A) 4558-4520; (B) 3880-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 440-4320; (BB) 435-4320; (DD & E) 415-412.

1916 (Mod. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (DD & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-552; (AA) 440-4320; (BB) 435-4320; (DD & E) 415-412.

1916 (Mod. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (DD & E) 5553-5520; (G & H) 559c-552; (J & K) 559c-552; (J & K) 539c-552; (AA) 440-4320; (BB) 435-4320; (DD & E) 415-412.

1916 (Mod. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (DD & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 340-3320; (DD & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 340-3320; (DD & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 340-3320; (DD & E) 5553-4520; (DD & E) 415-412.

1916 (Mod. 6-D)—Tim. Brgs.; (A) 3550-4520; (B) 4361-4320; (B) 435-4320; (DD & E) 5553-4520; (DD & E) 5553-4520; (DD & E) 5553-4520; (DD & E) 5553-4520; (DD &

1917 (Mod. 7-C-11, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

(DD & EE) 319-313.

1917 (Mod. 7-D-12, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA & BB) 357-853; (DD & EE) 339-333.

1917 (Mod. 6-B-9)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (C) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 344-333; (DD & EF)

3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 344-333; (DD & EF) 319-313.

1919-7R, C)—Tim. Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (O) 205DR; (AA) 344-333; (BB) 339-333; (CC) 306; (DD & EE) 319-313; (GG, HH, KK & LL) Spec.

1919-(7D)—(A) 4550-4520; (B) 4381-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559c-552; (K) 6359-6320; (O) 205DR; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333; (GG, HH, KK & LL) Spec.

1919-(8E)—(A) 5550-5520; (B) 5351-5329; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (O) 205DR; (AA) 439T-432; (BB) 435-4320; (CC) 355; (DD & EE) 415-412; (GG, HH, KK & LL) Spec.

1920-(20R)—(A) 4364-4320; (B) 3161-3120; (F) 6378-6320; (G & H) 477-473; (J) 456-452; (K) 539E-532; (N) SKF, 407; (O) 205DR; (P) 208; (T, U, V, W, X & Y) Spec.; (BB) 307; (CC) 304; (DD) 305; (EE) 306; (GG, HH, KK & LL) Spec.

1920-(7CX)—(A) 4558-4520; (B) 3360-3320; (D & E) 5575-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205DR; (AA) 344-333; (BB) 339-333; (CC) 306; (DD & EE) 319-313; (GG, HH, KK & LL) Spec.

1920-(7D)—(A) 4550-4520; (B) 3361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6375-6323; (C) 306; (DD & EE) 339-333; (GG, HH, KK & LL) Spec.

1920-(8E)—(A) 5550-5520; (B) 3361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6375-6323; (D) 205DR; (AA) & BB) 357-363; (CC) 306; (DD & EE) 339-333; (GG, HH, KK & LL) Spec.

1920-(8E)—(A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455-6422; (O) 205DR; (AA) 439T-432; (BB) 435-4320; (CC) 355; (DD & EE) 415-412; (GG, HH, KK & LL) Spec.

415-412; (GG, HH, KK & LL) Spec.

AUBURN 1915 (Mod. 1-36) - (F) Hy, 16691; (G & H) Hy, 26486; (K) 307; (Q) 205; (AA) 210, (BB) 307; (DD & EE) 305.

1915 (Mod. 6-40)—(F) 310; Hy, 16675; (G & H) 212; (G) Hy, 26059; (H) Hy, 26232; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; ((DD & EE) 305.

1916 (Mod. 6-40)—(F) 310; (K) 405; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 206.

1916-17 (Mod. 6-38)—(F) Hy, 16675-16691; (G) Hy, 26056-26486; (H) 26486; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 206.

1917 (Mod. 4-40)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.

1917 (Mod. 6-49)—(F) Hy, 16692; (G & H) Hy, 26486; (J) 307; (O) 205; (AA) 209; (BB) 307; (CC) 210; (DD) 305; (EE) 306.

1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 306.

1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.

1919 (Mod. 6-39H)—(F) Hy, 16692; (G & H) Hy, 26486.

1919—(A) Bk, 337-33; (B) 235-23; (F) 310DR; (G & H) 355-35; (J) Bk, 317-31; (K) Bk, 340-33; (O) 205; (AA) 11, 16950; (BB) 307; (DD) 305; (EE) 306.

1920-21 (6-39)—(A) Bk, 337-33; (B) Bk, 235-23; (F) 310DR; (G & H) Tim. 366-363; (J) Hy, 57883; (K) 307DR; (O) 205; (AA) Hy, 16950; (BB) 307; (DD) 305; (EE) 306.

AUSTIN—1916-17 (Mod. 12)—(F) 213.

AUSTIN—1916-17 (Mod. 12)—(F) 213. 1917 (Mod. 77)—(F) 313; (G & H) 312; (K) 307. 1917—(F) 312; (O) 205; (AA & BB) 208; (DD) 306; (EE) 305.

1917—(F) 312; (O) 205; (AA & BB) 208; (DD) 306; (EE) 305.

AUTOCAR—1914-15-16-17-18—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann. 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.

1919 (Mod. XXI.-F)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (Jackshaft Right & Left) 455-4620; (P) (2) 3366-3320; (W) Ann, 410; (Y) Ann, 410; (AA) 1985; (BB, DD & EE) 3100-3120.

1919-20-21 (XXI-F, G)—(A) Tim. 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) Tim. 395-3920; (J) Tim. 335-3320; (K) 439-4320; (Jackshaft) Tim., 455-4520; (P) Tim., 3366-3320; (O) Spec.; (W & Y) 410; (BB, DD & EE) Tim., 3160-3120; (CC) Tim., 1985; Cone (GG & HH) 206.

1920-21 (XXVI-B, Y)—(A) Tim., 560-552; (B) Tim., 3381-3320; (D & E) Tim., 749-742; (G & H) Tim., 560-552; (J) Tim., 419-414; (K) Tim., 537-532; (Jackshaft) Tim., 537-532; (P) 307; (Q) 212; (W) 413; (Y) 414; (Drive Shaft-Front) 307DR; (BB & EE) 308DR; (CC) 304DR; (DD) 307; (Drive Shaft Rear) 213; (GG) 304; (Fan Drive Shaft) SKF, 305.

AUTOHORSE—1919—(10-5 Ton)—(GG) Hy, 29097

AUTOHORSE—1919—(10-5 Ton)—(GG) Hy, 29097.

AVAILABLE—1915 (34 Ton)—Tim. Brgs; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; J & K), 539c-532; (AA) 339-333; (BB) 277-274.

1915 (114 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 357-353; (DD & EE) 339-333.

1916 (1 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320, (E) 3762; 3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 277-274; Hy, 17026; (BB) 339-333; Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1916 (3 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3300-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA BB, DD & EE) 335-3320.

1916 (3 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 4361-4320; (C) 443B-4320; (D 6552-6521; (E) 5755-5702; (G & H) 579c-5720; (J & K) 559c-552; (AA BB, DD & EE) 335-3320.

1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA) 277-274; (BB) 339-333.

1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 377-274; (BB) 339-333.

1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5766-5720; (J & K) 559c-552; (AA) 337-3320; (BB, DD & EE)

335-3320.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 337-3320; (BB, DD & EE) 335-3320

1918 (1 & 1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1918-19 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539D-532; (AA) 337; (BO) 339; (CC) 366; (DD & EE) 319.

1918-19 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559c-552, (K) 6359-6320; (AA) 336; (BB) 357; (CC) 306; (DD & EE) 339.

1918-19 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 336; (BB) 357; (CC) 306; (DD & EE) 339.

(CC) 305; (DD & EE) 305.

1918-19 (S Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 336; (BB) 357; (CC) 306; (DD & EE) 338.

1919 (H-2 Ton)—(G & H) 214RT; (Jackshaft) F-1310-R-2-410RT.
1919 (H-3 Ton)—(J) 3111; (K) 411DR.
1920 (H-1½)—(F) 311DR; (G & H) 213RT; (J & K) 407RT; (Q) 205; (AA) 308; (BB) 305; (CC) 408; (DD) 306; (GG) Hy, 29097.
1920 (H-2 Ton)—(B) 315DR; (G & H) 214RT; (J) 310; (Q) 205; (GG) Hy, 29097.
1920 (3-3½ Ton)—(A) Tim, 4550-4520; (B) 4361-4320; (C) 443-4320; (D) Tim, 6552-6521; (E) 5755; (E) 5755-5720; (G & H) Tim, 5757-5720; (J) 559-552; (K) 6375E-6323; (Q) 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Hy, 29097.
1920 (5 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (Q) 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (CG) Hy, 29097.
1920 (H-Z-T)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-554; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312; (GG) Hy, 29097.

1920 (H-7 Ton)—(F) 320DR; (G & H) 220; (J) 410; (K) 411; (Q) 205.

AVERY—1913 (I Ton)—Tim, Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-320; (E) 336

5553-AVERY—1913 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 4360-4320; (BB, DD & EE) 4357-4320.

532, (J) 539E-332; (K) 537SE-332; (KA) 544-332; (BB) 539-333; (DD & EE) 319-313.

BIDDLE—1916-17 (F) Hy, 6681; (G & H) Hy, 26252; (G & H) Hy, 26056; (J) 307RT; (K) 407RT (AA) 211; (BB) 307; (DD & EE) 306.

1916-17 (R)—(A) 339-3320 Tim; (B) Tim, 237-2330.

1918 (H)—(D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

BIMEL—1916 (Mod. B & C)—(F, G, & H) 208; (J) 306; (AA) 207; (BB) 305. 1917 (Mod. D)—(F, G & H) 209; (J) 307; (Q) 205; (AA) 207; (BB) 305. Avery—Continued 1920-21 (1 Ton)—(A) Gilliam-335-3320; (B) Gilliam 235-2320; (C) C9; (D) Tim, 420-413; (E) Tim, 319-313; (Int. Gear Pinion) Br, 306; (G) Wright 276; (H) Tim, 336-3320; (J) 275-2720; (A) Tim, 335-3320; (O) 205; (Q) C25; (AA) Gur. 208; (BB) Gur. 306. BIRCH—1918 (Super "4")—(G & H) Hy, 26216; (AA) Hy, 27797; (BB) ffy, 27889, 1920 (39)—(D) 306DR; (H) 306DR; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306, 1920 (40)—(J) 306; (O) 205; (AA) 208; (BB) 305. BAILEY—192J (4-75)—(A) Bk, N308; (B) Bk, 316, (F) Bk, N209; (G & H) Bk, B210; (J) Bk, N307; (K) Bk, 537; (O) 205; (AA) 337; (BB) 335; (DD & EE) 316.
1920 (6-54E)—(A) Bk, N308; (B) Bk, 316; (F) Bk, N209; (G & H) Bk, B210; (J) Bk, N307 (K) Bk, 537; (AA) 308; (BB) 307; (DD) 305; (EE) 306. 1920 (40)—(J) 306; (O) 205; (AA) 208; (BB) 305.

BLAIR 1916-17 (Mod. C)—(A) Tim, 4558-4520, (B) Tim, 3360-3320; (C) Tim, 341B-3320.

1916-17 (Mod. D)—(A) Tim, 4550-4520, (B) Tim, 4361 4320; (C) Tim, 443B-4320.

1916-17 (Mod. E)—(A) Tim, 5550 5520, (B) Tim, 5351-5320; (C) Tim, 5354B-5320.

BOLLSTROM—1920 (A-20)—(A) Hy, 26662; (B) 308DR, (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (I) 709; (J) 307DR; (K) Hy, 2677; (O) 305; (Q) 210DR; (AA) 1209-1309; (BB) 1309; (CC & FF) Hy, 18145, (DD) 1306; (EE) 1307.

1921 (B-21)—(A & D) Hy, 26662; (B) 308DR; (E) 308DR; (G & H) Hy, 26057; (I) 709; (J) 307DR; (K) Hy, 26777; (O) 205; (P) 308; (Q) 910; (AA) 1209-1309; (BB) 1309; (CC & FF) Hy, 18145; (DD) 1306; (EE) 1307. (K) Bk, 537; (AA) 308; (BB) 307; (DD) 305; (EE) 306.

BAKER ELECTRIC—1915 (Mod. E-A)—Tim. Brgs.; (A) 6356-6321: (B) 5355-5320; (C) 5334-5320 (D) 6550-6521, (E) 6354-6321.

1915 (Mod. O-E)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 335-3320; (C) 341-3320.

1914-15-16-17-18 (Baker R. & L., Mod. J, B & C)—Tim. Brgs.; (A) 3358-3320; (B) 3154-3; 3154-3120; (D & E) 365-363.

(Mod. V & W)—(A) 306; (B) 304; (D & E) 309.

(Mod. (Z) (ZF) (ZFZ)—(A) 8308; (B) 8306; (D) 309; (E) 209.

1919-20 (C-45, B-36)—(A) Tim, 3358-3320; (B) Tim, 3154-3120; (D & E) Tim, 365-363.

BECK-HAWKEYE—1919—(D & E) Hy, 16670; (G & H) Hy, 26069; (J & K) Hy, 26668; (GG) H₃, 29097. BOUR-DAVIS-1916-17-18-(F) Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0408 (Q) BOUR-DAVIS—1916-17-18—(F) Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0408 (Q) 205; (AA) 208; (BB) 307.

1919 (18B)—(D) Hy, 16779; (E) Hy, 26056.

1920 (20-21)—(A) Br, 336TXL; (B) Br, 236TXL; (D) Hy, 16679; (E) Hy, 26056; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (GG) Hy, 29097.

1920-21 (21-S)—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385-383; (J) 308DR; (K) Hy, 56654. EECK-HAWKEYE—1919—(D & E) Hy, 16670; (G & H) Hy, 26069; (J & K) Hy, 26668; (GC) Hy, 29097.

1919 (C & D)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 26662; (G & H) Hy, 26383; (J & H) Hy, 26777; (GC) Hy, 29097.

1919 (A & B)—(A) Tim, 362-3320; (B) Tim, 3382-2320; (D & E) Hy, 16670; (G & H) Hy, 26069; (J & K) Hy, 26668; (GC) Hy, 29097.

1920 (A & B)—(A) Tim, 362-3320; (B) Tim, 2382-2320; (D & E) Hy, 46670; (G & H) Hy, 26069; (J & K) Hy, 26685; (GC) Hy, 29095.

1920 (C & D)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 26662; (G & H) Hy, 26383; (J & K) Hy, 26669; (GC) Hy, 29095.

1920 (D -3 Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 47893; (G & H) Hy, 26386; (J & K) Hy, 26069; (GC) Hy, 29095.

1920 (D -3 Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 47893; (G & H) Hy, 26386; (J & K) Hy, 26069; (GC) Hy, 29095.

1920 (D -3 Ton)—(B) Bower, 307NDT.

1917-18 (1½ Ton)—(E) Bower, 307NDT.

1917-18 (1½ Ton)—(E) Bower, 308NDT; (D) Hy, 26662; (G & H) Hy, 26069.

1919 (18B)—(D) Hy, 16779; (E) Hy, 26056.

1920 (B H) Hy, 26077; (GC) Hy, 29097.

1920 (A B)—(A) Tim, 3762-3720; (B) Tim, 3860-3320; (D & H) Hy, 26069; (J & K) Hy, 26664; (J & K) 5390-5322.

1920 (B H) Hy, 26669; (GC) Hy, 29095.

1920 (B H) Hy, 26669; (GC) Hy, 29095. BRIGGS-DETROITER—1915 (Mod. C)—(F) 310; (G & H) 209; (J) 306; (K) 407; (Q) 304; (W & X) 311; (AA) 308; (BB) 306; (DD & EE) 305.

1915 (Mod. 8-D)—(F) 310; (G & H) 209; (J) 306; (K) 407; (O) 304; (Q) 304; (AA) 208; (BB) 306; (DD & EE) 305. (K) 459-453; (AA) 344-3320; (BB) 447-4320; (DD & EE) 415-3212.

BEGGS—1918-19 (V-2)—(A) Tim, 257-2520; (B) Tim, 235-230; (E) 415T-412A; (G & H) 359T-3520; (J) 257-2520; (K) 3381-3320.

1918 (18)—(A) Tim, 316-312; (B) Tim, 235-2320; (E) 415T-412A; (G & H) 359T-3520; (J) 267-2520; (K) 3381-3320.

1920 -(2550F, R)—(A)Bk, N307; (B)Bk, N305; (D&E)Bk, 276-27; (G&H)Bk, N210; (J)Bk, N308; (K) Bk, 3191-311D.

1920 (19)—(A) Tim, 317-312; (B) Tim, 2687-2620; (E) 415T-412A; (G & H) Tim, 359S-3520; (J) 2735-2720; (K) 3381-3320. (BB) 306; (DD & EL) 305.

BRISCOE—1915 (Mod. 5-'5)—(F) Hy, 16712; (G & H) Hy, 16711; (I) 2½ O. D. x 1½ I. D. x % ball brg.; (J) 2½ O. D. x 1½ I. D. x 686 ball brg.; (K) Hy, 16494; (O) Bantam Special; (Q) 2½ O. D. x 1½ I. D. x ½; (AA) 208; (BB) 308; (LL) ½ Steel Ball.

1916 (Mod. 4-38)—(D & E) 0208; (G & H) Hy, 26253; (J) 0208; (K) 0308; (Q) Pr. St. Mig. Co No 502½; (LL) ½ Steel Ball.

1916 (Mod. 8-38)—(G & H) Hy, 26253; (O) Bantam "Marco"; (Q) Pr. St. Mig. Co. No. 520½; (LL) ½ Sieel Ball.

1916-17-18-19 (Mod. 4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (O) Bantam "Special;" (Q) 1224A; (AA) 208; (BB) 206; (LL) ½ Steel Ball.

1919 (4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (J) 342-3320; (K) 338-3320; (Q) A1224; (AA) 208. BELL.—1916-17-18—(AA) Hy, 27797; (BB) Hy, 27899; (FF) Hy, 26956.

1919—(A) Br, 317TX; (B) Br, 235TX; (D & E) Br, 208AX; (G & H) Hy, 26216; (AA) Hy
27797; (BB) Hy, 27899.

1919 (1½)—(G) Hy, 26084; (H) Hy, 26085.

1919 (2½ Ton)—(G & H) Hy, 26084.

1920 (1½ Ton)—(G & H) Hy, 26084; (GG) Hy, 29097. (AA) 205. 1920-21 (4-34)—(F) Hy, 16218; (G & H) Hy, 26401; (J) 305DR; (K) 405; (AA) 208. 1920 (T-34)—(A) Tim, 435-4320; (B) Tim, 3191-3120. BENHAM—1915 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 539-532; (K) 439-4320. BRISCOE & STAHL-1920-(A & B) Br, 317TX; (D & E) Br, 208AX BROCKWAY—1916 (Mod. K)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917 (J-3-1½ Ton)—(A) Bower, 308N; (B) Bower, 307N.

1918 (K-3-2 Ton)—(A) Bower, 310N; (B) Bower, 309N; (D) 314NDT.

1918 (R-3½ Ton)—(A) Bower, 313N; (B) Bower, 312N; (D) Bower, 317NDT.

1919-20-21 (S2, S3, 1½ Ton)—(A) Bk, N308-108; (B) Bk, N307-107; (F) 311DR; (G & H)

215DR; (J) 407; (K) 408DR; (N) 8KF407; (O) 205; (P) Tim, 277-274; (Q) 209; (BB) Tim, 339-333; (CC) Tim, 235; (DD & EE) 306; (GG) C-600; (KK) Gemner, 10115; (LL) Gemner, 11127. BEN HUR—1917 (17)—(A) 415-412A; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720 (J) 255-2530; (K) 417-412.

1918 (17)—(A) Tim, 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412. 1918 (17)—(A) Tim, 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

BESSEMER—1915 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-532; (AA, BR, DD & EE) 335-3320. 1916 (Mod. E)—Tim. Brgs.; (A) 4550-4520; (B) 5361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 5590-552; (AA) 440-4320; (BB) 435-4320; (DD & EE) 415-412.

1916 (Mod. G, I Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; Jackshaft, Bower, 306N; A 458-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-552; (AA) 440-4320; (C) 438-4320; (C) 438-4320; (D) 6552-6521; (G & H) 5590-552; (J & K) 5390-552; (AA) 416-412; Hy, 277941; (BB, DD & EE) 5553-5520; (G & H) 5590-552; (J & K) 5390-552; (AA) 416-412; Hy, 277941; (BB, DD & EE) 335-3320; (BB) Hy, 36733; (DD & EE) Hy, 16516.

1917 (E 3-Ton)—Tim. Brgs.; (AA) 4550-4520; (B) 4361-4320; (C) 443B-4320; (B) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 5590-552; (AA) 439-4320; (BB) 440-4320; (DD & EE, 415-412.

1919-20-21 (K2)—(Tim. Brgs.; (AA) 439-4320; (DD & EE) 415-412.

1919-20-21 (K2)—(Tim. Brgs.; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415.

1919-20-21 (J2)—(A) 3762-3720; (B) 3360-3320; (D & E) Br, 311N; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (O) 208; (P) 205; (AA) 337; (BB) 335, (DD & EE) 316; 1919-20-21 (H2)—(A) 4320-435; (B) 3121-3191; (D & E) Br, 311N; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (O) 208; (P) 205; (AA) 337; (BB) 335, (DD & EE) 316; 1919-20-21 (H2)—(A) 4320-435; (B) 3121-3191; (D & E) Br, 311N; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (O) 208; (P) 205; (AA) 337; (BB) 335, (DD & EE) 316; 1919-20-21 (H2)—(A) 4320-435; (B) 3121-3191; (D & E) Br, 311N; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (O) 208; (P) 205; (AA) 337; (BB) 335, (DD & EE) 316; 1919-20-21 (H2)—(A) 4320-435; (B) 3120-3191; (D) Br, 309NX; (E) 306NX; (G & H) Br, 306NX; (J) 335-11127.
1919 (K-3)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) 5553-5520; (G & H) Tim, 5590-552; (J & K) Tim, 5390-532; (O) 205; (P) 208; (Q) 209; (AA) Tim, 415-412; (BB, DD & EE) Tim, 335-3320; (CC) Tim, 257; (GG) C-600; (KK) Gemner, 10115; (LL) Gemner 1127.

1919 (R)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Tim, 6552-6521; (E) Tim, 5755-5720; (G & H) 5756-5720; (J) Tim, 559-552; (K) 6375E-6320C; (O) 205; (P) 208; (Q) 209; (AA) Tim, 415-412; (BB, DD & EE) 335-3320; (CC) 257; (GG) C-600; (KK) Gemner, 7194; (L1) Gemner, 7192.

1919-20 (T)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) 780-772; (E) Tim, 6552-6521; (G & H) 780-772; (J & K) Tim, 6375E-6320C; (O) 205; (P) 208; (Q) 209; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (CC) 335; (DD & EE) 415-412; (GG) C-879; (KK) Gemner, 8145; (L1) Gemner, 8108.

1920 (K-4)—(A) Tim, 4558-4520; (BB) Tim, 3360-3320; (D & E) Tim, 557-5520; (G & H) Tim, 559-552; (J) Tim, 539E-552; (K) Tim, 578E-5521; (O) 205; (P) 208; (Q) 209; (AA) Tim, 337-3320; (BB) Tim, 339-333; (CC) Tim, 306; (DD & EE) Tim, 319-313; (GG) C-600; (KK) Gemner, 10115; (L1) Gemner, 11127.

1920 (R-2)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Tim, 6552-6521; (E) Tim, 5755-5720; (G & H) Tim, 5765-5720; (G & H) Tim, 5765-5720; (J) Tim, 5765-552; (K) Tim, 6375E-6320; (O) 205; (P) 208; (Q) 209; (AA) Tim, 336-3320; (BB) Tim, 357-353; (CC) Tim, 306; (DD & EE) Tim, 339-333; (GG) C-600; (KK) Gemner, 7194; (L1) Gemner, 7192.

BUFFALO—1915 (Mod. 36)—Tim, Bree - (A) 419-412; (R) 316-312; (C) 3656D 2620; (D. 500) BEST TRACT—1919 (A-60)—(D) Tim, 6553-6520; (E) 6564-6520; (Bevel Gear Sleeve R. and L. Hand) 936-932; (AA & BB) 5551-5520; (DD) 5564-5520; (EE) 6554-6520.

BETHLEHEM—1916 (A-1-1½ Ton)—(D) Bower, 3762T; (E) Bower, 3362T.

1917-18 (Mod. A & D)—(A) Bock, 308; (B) Bock, 307; (D) Bower, 309N; (E) Bower, 307N; (G) Hy, 26219; (H) 208; (J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307.

1917-18 (Mod. B)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T; (C) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305. BUFFALO—1915 (Mod. 36)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320. E) 505-005; (G) 515-512; (H) \$05-4520; (J) 317-512; (K) \$407-4520; (J) 317-512; (K) \$440-4520; (JA) 208; (BB) 307.

1915 (6-C-55, 35 & 37)—(F) 312; Hy, 16692; (G & H) 211; Hy, 26059; (J) 307; (K) 407: (AA) 210; (BB) 307.

(Mod. E-37, 35 & E4)—(J) 306; (K) 307; (BB) 306.

1916 (Mod. 45) -(G & H) Tim. Brgs., 366-363.

1916 (Mod. D-34, 35)—(J) D. R. 306; (K) 307.

1916—(F) 310; (G & H) 210; (J) 307; (K) 407; (BB) 307.

1916—17 (D44-45-47)—(D & E) D. R. 310; (G & H) D. R. 210; (J) 307; (K) 407; (O) 20*-1916 (D54-55)—(F) 312; (G & H) 211; (J) 308; (K) 408; (AA) 210; (BB) 307.

1916 (D54-55)—(F) 312; (G & H) 211; (J) 308; (K) 408; (AA) 210; (BB) 307.

1917 (Mod. D-35)—(F) Hy, 26394; (G & H) Hy, 26223; (J) 306; (K) 307; (AA) Hy, 16479; (BB) 306. 305.

1918 (Mod. E)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 4553T; (E) Bower, 3550T; (G) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305

1918 (Mod. F)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085; (J) 307, (K) 407; (N) 309; (O) 205; (AA) 308; (BB) 307; (DD & EE) 308 Hy, 2005; (H) Hy, 2005; (J) 507, (K) 407; (N) 309; (O) 205; (AA) 308; (BB) 307; (DD & 1919 (E-2); Ton; F-3]; Ton)—(G) Hy, 26084; (H) Hy, 26085.

1919 (E 2); Ton; F-3]; Ton)—(A) 308DR; (B) 307DR; (J) 307DR; (K) 407; (O) 205; (Prop. Shaft Brg.) 309; (AA) 308; (BB) 307; (Internal Pinion Brg.) 407.

1919 (F 3); —(A) 306DR; (B, J & BB) 307DR; (G) Hy, 26084; (H) Hy, 26085; (K) 407; (O) 205; (AA) 208DR; (Internal Pinion Brg.) 407; (GC) Hy, 29097.

1919 (D 1); —Ton—(A) 310DR; (B) 308DR; (H) 208DR; (J) 306DR; (K) 406; (O) 205; (Prop. Shaft Brg.) 309; (AA) 308; (BB) 307; (DD & EE) 305; (Internal Pinion Brg.) 406.

1920 (3 - Ton)—(A) Bower, N308-108; (B) Bower, N307-107; (G) Hy, 26219; (GC) Hy, 29095.

1920 (3 - Ton)—(A) Bower, N310-110; (B) Bower, N308-108; (G) Hy, 26084; (H) Hy, 26085; (GC) Hy, 29097.

1920 (3 - Ton)—(A) Bower, N310-110; (B) Bower, N308-108; (G) Hy, 26084; (H) Hy, 26085; (GC) Hy, 29097.

1920 (3 - Ton)—(A) Bower, N310-110; (B) Bower, N308-108; (G) Hy, 26084; (H) Hy, 26085; (GC) Hy, 29097. 1917 (Mod. B-35)—(F) Hy, 20052; (G & H) Hy, 2007; (B) 306, 1917 (Mod. E-49 & Large 6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 311; (G & H) Tim, 377-3720; (J) 307; (K) 407; (AA) 209; (BB) 307. 1917 (Mod. E-45 & Medium 6)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 310; (G & H) Tim, 366-363; (J) 307; (K) 407; (AA) 209; (BB) 307. 1918 (Mod. E-34-5)—(F) Hy, 26394; (G & H) Hy, 26223; (J) 306; (K) 307; (BB) 307; (AA) Hy, 16470 1918 (Mod. E-34-5)—(F) Hy, 26394; (G & H) Hy, 20223; (J) 603, (A)
Hy, 16479.
1918 (Mod. E44-45)—(F) 310; (J) 307; (K) 407; (BB) 307.
1918 (Mod. E49-50)—(F) 311; (J) 307; (K) 407; (BB) 307.
1919 (Mod. E49-50)—(F) 310DR; (J & BB) 307DR; (K) 407; (AA) 209DR.
1919 (Mod. E49-50)—(R) 3320; (B) Tim, 236-2330; (F) 310DR; (G & H) Tim, 377-3720; (J & BB) 307DR; (K) 407; (AA) 209DR.
1919 (Mod. E-34-1)—(F) 311DR; (J & BB) 307DR; (K) 407; (AA) 209DR.
1919 (Mod. E-34-1)—(F) 310DR; (J & BB) 307DR; (K) 407; (AA) 209DR.
1919 (Mod. E-34-1)—(F) 310DR; (J & BB) 307DR; (K) 407; (AA) 209DR.
1920 (K-47, 49)—(F) 310DR; (J & BB) 307DR; (K) 407; (AA) 209DR.
1920 (Large 6)—(G & H) Tim, 366-363.
1920 (Mod. 6)—(G & H) Tim, 377-3720.
RURFORD—1915-16-17-17 (O-3-2 Ton)—(A) Bower, 311A; (B) Bower, 410NDT; (D) 20055; (GG, Hy, 25007 BETZ.—1920 (D-2)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (AA) 344-3320; (BB) 339-333; (DD & EE) 319-313. 1920 (D-3)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552, (J) 539E-532; (K) 5578E-5521; (AA) 344-3320; (BB) 339-333; (DD & EE) 319-313.

BURFORD—1915-16-17-17 (O-3-2 Ton)—(A) Bower, 311A; (B) Bower, 410NDT; (D) Bower, 411NDT; (E) Bower, 308NDT. CADILLAC—1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.

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CADILLAC—(Cont.)

1912—(DD & EE) 306.

1914 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-4520; (H) Tim, 559-552; (J) Tim, 445-4320; (K) Tim, 457-454; (N) Tim, 599-592; (O) 206; (BB) 406; (DD & EE) 306.

1915 (Type 5' 8-Cyl. Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307.

1916 (Type 53 Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 462T-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307; (CG) 205.

1917 (Type 55 Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-412; (K) 462T-454.

1918 (57)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-412; (K) 462T-454; (C) H) 559T-552; (J) 415-412; (K) 463-454; (CC) Hy, 16942; (DD & EE) Hy, 17989.

1919-20 (59)—Tim. Brgs. from A-K.—(A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 315-3720; (G) 462T-454; (H) 559T-552; (J) 415-414; (K) 456-454; (CC) Hy, 16942; (DD & EE) Hy, 17989.

1919-20 (59)—Tim. Brgs. from A-K.—(A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 315-3720; (G) 462T-454; (H) 559T-552; (J) 461T-454; (K) 451-412A; (O) 206; (AA) 309; (C) 462T-454; (H) 559T-552; (J) 461T-454; (K) 451-412A; (O) 206; (AA) 309; (C) 462T-454; (H) 559T-552; (J) 461T-454; (K) 451-412A; (O) 206; (AA) 309; (C) 462T-454; (H) 559T-552; (J) 461T-454; (K) 451-412A; (O) 206; (AA) 309; (C) 462T-454; (H) 559T-552; (J) 461T-454; (K) 451-412A; (O) 206; (AA) 309; (C) 462T-454; (H) 559T-552; (J) 461T-454; (K) 451-412A; (O) 206; (AA) 309; (C) 462T-454; (H) 559T-552; (J) 461T-454; (K) 451T-412A; (O) 206; (AA) 309; (C) 462T-454; (H) 559T-552; (J) 461T-454; (K) 451T-412A; (O) 206; (AA) 309; (C) 462T-454; (H) 559T-552; (J) 461T-454; (K) 451T-412A; (O) 206; (AA) 309; (C) 462T-454; (H) 559T-552; (
                    919-20 (59)—Tim. Brgs. from A-K.—(A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (C) 462T-454; (H) 559T-552; (J) 461T-454; (K) 415T-412A; (O) 206; (AA) 309 (BB) 407.

920 (57)—(CC) Hy, 16942; (DD & EE) Hy, 17989
   CAMPBELL—1918—(G & H) Hy, 26216.
CARNATION—1914—(F) Hy, 16042; (G & H) Hy, 26069
   CARROLL—1920—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) 366-363.

1921—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385-383; (J) 308DR.

(K) Hy, 56654.
     CARTER CAR-1915 (Mod. 9C)-(F) 309.
 CASE—1915 (Mod. R)—(A) Tim, 339-333; (B) Tim, 235-2330; (D & E) Hy; (G & H) Hy; (J) 308; (K) 405; (AA) Tim, 336-333; (BB) 346-333; (DD & EE) Tim, 237-233.

1914 (Mod. S)—(F) 311; (G & H) Hy; (J) 307; (K) 407; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 257-2520.

1916—(A) Tim, 339-333; (B) Tim, 235-2330; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.

1914-15 (Mod. O-40)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) Tim, 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (A) Ann, 1205; (AA, BB, DD & EE) 335-3320.
             1915 (Mod. S-35)—Tim. Brgs. (G & H) Hy, 26056; (AA) 337-3320; (BB) 335-3320; (DD) 316-312.
       316-312.

1915 (R-15 or 25-1916T)—(F) Hy, 16675; (G) Hy, 26056; (H) 26083.

1915 (R-15 or 25)—(F) Hy, 16675; (G) Hy, 26059, (H) Hy, 16232.

1916 (Med. T)—(A) Tim, 339-333; (B) Tim, 235-2330; (D, E, G, & H) Hy; (J) Bock, 418, (K) Bock, 315; (AA) Tim, 338-333; (BB) Tim, 235-2330; (DD, & EE) Tim, 227-233.

1915-17 (25 H. P. 4-Cyl.)—Tim. Brgs.; (A) 339-333; (B) 235-330; (AA) 336-333; (BB) 346-333; (DD, & EE) 237-233.

1915-17 (Mod. T)—(A) Tim, 339-333; (B) Tim, 235-2330; (F) Hy, 16681; (G, & H) Hy, 26056; J) 208RT; (K) 407RT; (AA) Tim, 336-333; (BB) 346-333.

1915 (Mod. 25), 1916 (Mod. T), 1917 (Mod. T-17)—(O) 5305; (P) 5209.

1918 (U 6-Cyl.)—(A) Bock, 418; (B) Bock, 258, (D, E, G, & H) Bock, 375; (J) Bock, 335; (K) Bock, 418; (AA) 210; (BB) 307; (DD) 305; (EE) 306
   CASE—1920-21 (V)—(A) Bk, 418-41, (B) Bk, 257-25; (D, E, G & H) Bk, 375-37; (J) Bk 335-33; (K) Bk, 449-43; (O) 205; (P) 308; (BB) 307; (DD) 305; (EE) 306.
   363; (G & H) Tim, 375-3720; (J) Hy, 16488; (AA) Hy, 16498; (BB) Hy, 26601; (DD & EE) Hy, 16555.

1916 (6-54 Master Six)—(AA) Hy, 16599; (BB) Hy, 16588; (DD & EE) Hy, 16555.

1917 (Mod. 6-35)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412a; (G) 288-284; (H) 355-3520; (J) 334-3320; (K) 258-2520; (AA) Hy, 17024; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1917 (Mod. 35C)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D) 415T-412a; (G & H) 359-3520; (J) 257-2520; (K) 3381-3320.

1917-18-19 (6-30 5 Pass.)—(A) Tim. 317-312; (B) Tim. 2382-2320; (D) Tim., 415T-412A; (G & H) Tim., 359-3520; (J) Tim., 57-2520; (K) Tim., 3381-3320; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1917 (Large 6, 35B, 7-22 & 30)—(A) Tim., 357-3320; (B) Tim., 236-2330; (D) Tim., 435T-4320; (G & H) Tim., 375T-3720; (J) Tim., 258-2520; (B) Tim., 236-2330; (D) Tim., 288-284; (H) Tim. 355-3520; (J) Tim., 334-3320; (K) Tim., 258-2520; (AA) Hy, 17024; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1917 (F 30 5 Pass.)—(A) Tim, 257-2520; (B) Tim., 235-2320; (G) Tim., 288-284; (H) Tim., 355-3520; (J) Tim., 334-3320; (K) Tim., 258-2520; (AA) Hy, 17024; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1918-19 (F Pass.)—(A) Tim, 337-3320; (B) 2362-2330; (D) Tim., 435T-4320; (G H) Tim., 375T-3720; (J) Tim., 325-2520; (K) Tim., 417-412; (AA) Hy, 17024; (BB) Hy, 16481; (DD) Hy, 17799; (EE) H5506.

1920 (35B)—Tim. Brgs. from A-K—(A) 337-3320; (B) 2382-2320; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2520; (K) 3381-3320.

1920 (35C)—Tim. Brgs. from A-K—(A) 317-312; (B) 2382-2320; (D) 415T-412A; (G & H) 369T-3520; (J) 257-2520; (K) 3381-3320.

1920 (D) Hy, 16658; (G) Hy, 26269; (AA) Hy, 1653; (GG) Hy, 26245.

1920 (35C)—Tim. Brgs. from A-K—(A) 317-312; (B) 2382-2320; (D) 415T-412A; (G & H) 369T-3520; (J) 257-2520; (K) 3381-3320.

1920 (D) Hy, 16658; (G) Hy, 26269; (AA) Hy, 1653; (GG) Hy, 26245.

1920 (AB) Hy, 47024; (BB) Hy, 16481; (CC) Hy, 16820; (DD) Hy, 17799; (EE) 16506.
1920—(AA) Hy, 47024; (BB) Hy, 16481; (CC) Hy, 16820; (DD) Hy, 17799; (EE) 16506.

CHANDLER—1914 (Mod. 15B)—(A) Tim, 337-3320; (B) Tim, 235-2320, (D & E) 310; (F) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 307; (BB) 307; (CC) 304; (DD & EE) 306
1915 (Mod. 16)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.
1916 (Mod. 17)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 210; (BB) 307; (CC) 210, (DD) 305; (EE) 306.
1917 (Mod. 18)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE) 306.
1918 (Mod. 25)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE) 306.
1919—Same as 1918, except Main Shaft Front uses 308 instead of 210.
1919-20-21—(A) Bk, 337-33; (B) Bk, 236-23; (F) 310; (G & H) 210; (J) 207; (K) 407DR; (O) 205; (P) 308; (Q & R) B. & B.; (S) 307; (DD) 305; (EE) 306.
 (O) 205; (P) 308; (Q & R) B. & B.; (S) 307; (DD) 305; (EE) 306.

CHASE (Truck)—1915 (Mod. O)—(A) 310; (B) 309; (F) 317; (G & H) 219; (I) Rh. 311 OD or SKF 918; (J) 409; (K) 410; (M) Rh 310D; (O) 205; (Q) 209; (AA & BB) Tum, 357; (CC) 305; (DD & EE) Tim, 339; (GG) ND03.

1915 (Mod. R)—(D) 310; (E) 309; (G & H) 216; (M) Rh 3107D; (O) 205; (Q) 209; (AA) Tim, 337; (BB) Tim, 335; (DD & EE) Tim, 316; (GG) ND03.

1915 (Mod. T)—(D & E) 311; (G & H) 215; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (DD & EE) Rh. 306A.

1916-17-18 (A 1 Ton)—(A) Bower, 308N; (B) Bower, 307N.

1916-17-18 (B 2½ Ton)—(A) Bower, 312N; (B) Bower, 311N.

1916-17-18 (B 2½ Ton)—(A) Bower, 313; (B) Bower, 311N; (D & E) Bower, 317NDT.

"HEVROLET—1915 (Mods. H2, H2½)—(F) Hy, 16018; (G & H) Hy, 26062; (J) 0306; (K) 307; (AA) SR1209; (BB) SR1307; (CC) 307.

1915 (Light Six)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
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1915 (Mods. H2, H2)()—(J) 0306; (K) 307; (AA) SR1209; (BB) 307; (CC) 307.
1916 (Little Six)—(J & K) Hy, 2.3285" O. D. x 3".
1917-18-19 (Mod. D)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (L) 308; (AA) 207; (BB) 209; (CC) 307.
1918-19-20 (Mod. T)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310; (G & H) ND. 0311; (J) 307; (L) 408; (N) 207; (BB) 307; (AA) 210.
1916 (Baby Grand Mod. H)—(F) Hy, 16018; (G & H) Hy, 26062; (J) ND. 0307; (K) ND. 0306; (AA) 207; (BB) 209; (CC) 307.
1917-18 (Baby Grand Mod. F, FA)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 207; (CC) 307.
1916-17-18-19-20 (490)—(F) Hy, 16483; (G & H) Hy, 16221; (K) Hy, 26621; (O) Spec. 7 Balls %"; (AA) 207; (BB) 306.
1919 (Baby Grand Mod. FB)—(A) Nd.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 210; (CC) 307.
1920 (Baby Grand Mod. FB)—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (J) 406; (K) 306; (AA) 210; (CC) 307.
1919 (490)—(D & E) Hy, 16483; (G & H) Hy, 16221.
1920 (490)—(D & E) Hy, 16483; (G & H) Hy, 16221.
1920 (490)—(D & E) Hy, 16483; (G & H) Hy, 16221; (J) Hy, 26221; (AA) 207; (BB) 306.
1920 (1½ Ton)—(A) 14120-14273; (B) 90075-6-09194
1920 (1½ Ton)—(A) 337-3320; (B) 2382-2330.
1920 (1½ Ton)—(A) 373-3320; (B) 2382-2330; (D & E) Hy, 46530; (G & H) Hy, 16217.
1921 (490)—(G & H) 209RT; (J) 305DR; (K) 307; (AA) 207; (BB) 306.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                              1921 (490)—(G & H) 209RT; (J) 305DR; (K) 307; (AA) 207; (BB) 306.
CHICAGO—1920 (C 1½ Ton)—(O) 205; (DD & EE) 306.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                               CLASSIC-1917-(D & E) Bower, 208A
                                                                                                                                                                                                                                                                                                                                                                                                                                                                               CLEVELAND—1920 (40)—Tim. Brgs. from A-K—(A) 2786-2720; (B) 1751-1730; (D) 412; (G & H) 377-3720; (J) 257-2520; (K) 3191-3120; (Q) Spec.; (AA) 207; (BB) 306.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                              CLYDESDALE—1918—(A) Br, 308AXL; (B) Br, 305AXL.

1920-21 (32X)—Bock Brgs. from A-K—(A) 435; (B) 316; (D & E) N211; (G & H) N212; (J & K) N309.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                             COLE—1914-15 (4 & 6 Cyl.)—(O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.

1915 (4-40)—(A) Tim, 337-3320; (B) 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.

1915 (6-5)—(O) 0305; (AA) 212; (BB) 307.

1916 (6-66)—Tim Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 212; (BB) Ann, 307

1916 (8-850)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412. On rear axle square type, use 416-412; and 258-2520 on pinion shaft front and rear.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   pinion shaft front and rear.
(Mod. 860)—(A) Bock, 418; (B) Bock, 258; (D & E, G & H) Bock, 375; (J) Bock, 335;
(K) Bock, 417.
Mod. 870)—(A) Bock, 418; (B) Bock, 235; (D & E) Bock, 375; (J) Bock, 337; (K) Bock, 417.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   (K) Bock, 417.

Mod. 370—(A) Bock, 418; (B) Bock, 235; (D & E) Bock, 375; (J) Bock, 337; (K) Bock, 417.

1919-20-21 (870)—Bock Brgs from A-K—(A) 418-41, (B) 257-25; (C) Spec; (D, E, G & H) 375-37; (J) 335-33; (K) 449-43; (P) 212; (BB) 307DR.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                               COLEMAN—1916 (1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D & E) Bower, 312NDT; (AA) Hy, 27794; (BB) Hy, 36733, (DD & EE) Hy, 16516, (FF) Hy, 16948, 1916 (2 Ton)—(AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698, 1916 (3 Ton)—(AA) Hy, 27889; (BB) Hy, 27896, (DD & EE) Hy, 16748.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 1916 (3 16h) (AA) H. 27855; (BB) H. 27856; (BB) H. 27856; (BB) H. 27856; (BB) H. 27856; (BB) H. 305AXI.

1920 (18-19)—(A) Bk, 435; (B) Bk, 316; (E Axle Shaft) Tim, 6378-6320; (G & H) Tim, 477-473; (J) 456-453; (K) 539E-532; (P) 307DR; (AA) 208, (BB) 307; (DD) 304; (EE) 305. 1920 (21-22)—Tim Brgs from A-K—(A) 4554-4500; (B) 3381-3320; (E) 5557-5520; (G & H) 659-352, (J) 539E-532; (K) 5578E-5521; (P) 308DR; (AA) 304; (BB) 308; (DD & EE) 306.
**Separation of the state of th
                                                                                                                                                                                                                                                                                                                                                                                                                                                                               COMET 1918 (C-50)—(F) Hy, 16691; (G & H) Hy, 26227; (AA) Hy, 27797; (BB & EE) Hy, 26972; (FF) Hy, 26956.
1919 (C-52)—(A) Bk, 337-33; (B) Bk, 235-23; (G & H) Bk, 355-35; (J) 317-31; (K) Bk, 340-33; (GG) Hy, 29097.
1920 (C-53)—(A) Bk, 337-33; (B) Bk, 235-23; (G & H) Bk, 355-35; (J) Bk, 317-31; (K) Bk, 340-33; O) 205, (AA) 208; (BB) 207; (CC) Hy, 16828; (DD & EE) 305; (GG) Hy, 2907.
1921—(A) Bk, 337-33; (B) Bk, 235-23; (G & H) Bk, 355-35, (J) Bk, 317-31; (K) Bk, 340-33.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                               COMMONWEALTH—1919-20 (41, 42)—(A) Br, 317TX; (B) Br, 235TX; (D & E) Br, 208AX; (G & H) Hy, 26216; (J) 306; (K) 307DR. Spec; (O) 205; (P, also Shaft drive gear) 208; (BB) 305DR
                                                                                                                                                                                                                                                                                                                                                                                                                                                                               COMMERCE—1916-17-18 (E 1-Ton)—(A) Bower, 308AL; (B) Bower, 305AL; (D) Bower, 309; (E) Bower, 306N; Jackshaft Bower, 306N.
1914-15-16-17 (1,506 lbs.)—(F) Hy, 16681; (G & H) Hy, 26056.
1919-20-21 (E-EP)—(A) Br, 419TX; (B) Br, 257TX; (D) Tim, 4559; (E) Tim, 3190; (G, H & J) Tim, 355; (K) Tim, 417; (AA) 308; (BB) 307; (DD & EE) 305.
1920-21 (T)—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385; (J) 308DR; (K) Hy, 56654; (AA) 308; (BB) 307; (DD & EE) 305
                                                                                                                                                                                                                                                                                                                                                                                                                                                                              COMMERCIAL (Truck)—1912-13-14-15-16 (1/4-1/2 Ton)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D, E, G & H) 365-363.
1912-13-14-15-16 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E)
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    1913-14-15-16 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  5520.
1917 (Elec. 34 Ton)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 365-363.
1917 (Elec. 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1917 (Elec. 2 Ton)—Tim. Brgs.; (A) 4550-4520, (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1917 (3½ & 5 Ton)—(A & D) Tim. 6451-6420; (B & E) Tim. 6354-6320.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                               1917 (3½ & 5 Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6364-6320.

CONCORD—(Abbott-Downing) 1916—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1919 (A 1½ Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; (G & H) 559C-552; (J & K) 539D-532; (Q) 209; (S) 205; (AA) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 316; (CG) Oakes Ball.

1919 (B 2½-Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539D-532; (N) SKF, 2307; (Q) 209; (S) 1205; (AA) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 335; (GG) Oakes Ball.

1920 (A 1½-Ton)—Tim. Brgs. from A-K on all models)—(A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 477-473; (I) 539E-532; (J) 456-453; (K) 539E-552; (O) SKF, 205; (P) 344; (Q) 109; (BB) 339; (CC) 306; (DD & EE) 319.

1920 (B 2½-Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 6358-532; (K) 5578-5521; (O) SKF, 205; (P) 357; (Q) 109; (BB) 357; (CC) 306; (DD & EE) 339.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           306; (DD & EE) 339.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 CONESTOGA—1918 (200)—(A) Tim, 6485-6481; (B) 6484-6480; (D & E) Hy, 16681; (G & H) Hy, 26056; (J) 208; (K) 407.

1919 (12)—(A) Tim, 3381-3320; (B) 2382-2320; (D) 420-413; (E) Tim, 319-313; (G & H) 276-2720; (J) 275-2720; (K) 335-3320.

1919 (1 Ton)—(F) 311RT; (G & H) 212RT; (J, 407; (K) 407RT; (O) 205; (AA & BB) 307; (DD) 305; (EE) 306.

1919 (2 Ton)—(F, G & H) 311RT; (J) 309; (K) 409RT; (AA & BB) 307; (DD) 305; (EE) 306.
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MOTOR RECORD, OCT., 1922
CONESTOGA—Continued
1920 (1 Ton)—(GG) Hy, 29097.
1920 (1/4 Ton)—(A) 435; (B) 316.
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1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351 5321; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (Dr & EE) 415-412.

1920 (V4-1)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) 375-3720; (C) 462-454; (H) 559-552; (J) Tim, 439-432; (K) Tim, 539-532; (S) 205; (AA) 337; (BB) 335; (CC) 257 cone; (DD & EE) 307.

1921 (V4-2)—(A) Tim, 316-312; (B) Tim, 438-4320; (C) 1106F; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559-552; (J) Tim, 439-432, (K) Tim, 539-532; (S) 205; (AA & BB) Tim, 357-353; (CC) Tim, 14118; (DD & EE) 307. CONSOLIDATED CAR CO.—1917 (6-44)—(A) Br, 308AXL; (B) Br, 305AXL; (F) Hy 16779; (G & H) Hy, 26056; (J) 2ⁿ8; (K) 407RT CONTINENTAL—1919-20-21 (K, L, M-K, M, N, P) -(G & H) Tim, 5567-5500; (AA-Outer) 456-45; (AA-Inner) 559-55; (DD & EE) 415-41. CORBITT—1916-17 (Mods, F, 1-1½-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312.

1917-18 (A-3½ Ton)—(D & E) Bower, 317NDT.

1917-18 (B-2½ Ton)—(D & E) Bower, 318NDT.

1918 (AA-5 Ton)—(D & E) Bower, 319NDT.

1919 (E-1 Ton)—(A) 308DR; (B) 307DR; (F) 311DR; (G & H) 215DR; (J) 407; (K) 410.

1919 (D-1½ Ton)—(A) 309DR; (B) 308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410.

1919 (C-2, B-2½)—(A) 310DR; (B) 309DR; (F) 314DR; (G & H) 217DR, (J & K) 408.

1919 (AA-5 Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219 (J) 409; (K) 413.

1919 (AA-5 Ton)—(A) 312DR; (B) 311DR; (F) 319DR; (G & H) 220DR; (J) 407; (K) 414; (O) 205. DANIELS—1917 (Mod. A)—Tim. Brgs.; (A) 419 412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) Ann, 205; (AA) 277-274; (BB) 339-333; (DD & EE) Ann. 306 DANIELS 8—1919-20-21 (D-19)—Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532; (O) 305; (P) 308; (Q) 209; (AA) 308 & 305; (BB) 308; (CC) 305, (DD) 306; (EE) 307; (GG) 303 & 304. (Q) 209; (AA) 308 & 305; (BB) 308; (CC) 305, (DD) 306; (EE) 307; (GG) 303 & 304.

DART—1916-17-18 (Mod. E)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539-C-532.

1914 (1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 310N; (E) Bower, 309N.

1914 1000 lbs.)—(F) Hy, 16792; (G & H) Hy, 26056; (AA) Hy, 26518.

1916-17-18 (Mod. CC)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320, (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916-17 (Mods. AA & BB)—Tim. Brgs.; (A) 445-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.

1918-19 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1918-19 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5755-5720; (G & H) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6339-6320.

1918-19 (Mod. L)—Tim. Brgs. (A) 4550-4520; (B) 4361-4320, (C) 443B-4320; (D) 6552-6521, (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6339-6320.

1919-20 (L 3/4 Ton)—(CC) Hy, 27988; (GG) Hy, 29097.

1920 (M 2/4 Ton)—(CC) Hy, 27988; (GG) Hy, 29097.

1920 (M 2/4 Ton)—(CC) Hy, 27988; (GG) Hy, 29097.

1920 (M 2/4 Ton)—(CC) Hy, 27988; (GG) Hy, 29097.

1920 (M 2/4 Ton)—(CC) Hy, 27988; (GG) Hy, 29097.

1920 (M 2/4 Ton)—(CC) Hy, 27988; (GG) Hy, 29097. 1920 (E-1, D-1½ Ton)—(AA) Tim, 277-274; (BB) Tim, 339-333; (GC) Hy, 29095. 1920 (C-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312; (GC) Hy 1920 (B-11/2, A-31/2 Ton)-(AA & BB) Tim, 357-353; (DD & EE) Tim, 339-333; (GG) Hy 1920 (AA-5 Ton)—(AA & BB) Tim, 439-4320; (DD & EE) Tim, 415-412; (GG) Hy, 18130 CORNELIAN—1915 (Sp. Racer)—(A) 305; (B) 304; (D) 308; (E) 207; (G) 208; (H) 208; (J) 0307; (K) 0407; (AA) 305. 1915 (Lt. Car)—(A & B) 205; (D) 0209; (E) 0212; (G & H) 0208; (J) 0307; (K) 0407; (AA) COWLES-McDOWELL—1915 (Mod. 6-30)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann. 205. CRAWFORD—1915 (Mod. 6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412, (AA) 339-333; (B) 277-274.

1916 (3 Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (DD & EE) Tim, 316-312.

1916 (1½ & 2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim, 316-312.

1916 (Mod. 6-35)—Tim. Brgs.; (A) 337-3320; (BB) 336-2320; (DD & EE) Tim, 316-312.

1917 (Mod. 30-40)—Tim. Brgs.; (A) 335-3320; (BB) 339-333.

1917 (Mod. 30-40)—Tim. Brgs.; (A) 355-3520; (BB) 316-312; (D) 456-4520; (E, G & H) 375-3720; (J) 335-3320; (K) 435-4320, (AA) 330-3320; (BB) 375-3720; (DD & EE) 316-312.

1919—Tim. Brgs from A-K on all models—(A) 415T-412A; (B) 2382-2330; (D & E) 435T-4320 (G & N) 375-3720; (J) 415T-412; (K) 258-2520.

1919 (Spec. 1 Ton)—(D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412. 1920 (M 2½ Ton)—(A) Tim, 435-4220; (B) Tim, 3191-3120.

DAVIS—1915 (Mod. 38A, B)—(J) 307; (Q) 205; (AA) 211; (BB) 307.

1915 (Mod. 38A, B)—(T) 410; (U) 310.

1915 (Mods. 40, 6-50)—(F) 311; (J) 308 x 1¾"; (Q) 205; (AA) 211; (BB) 307 (DD & EE) 308.

1916-17 (Mods. 6-C, 6-E, 6-F)—(F) 310; (Q) 205; (AA) 210; (BB) 307.

1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 205, (AA) 211; (BB) 307, (DD & EE) 306.

1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 205, (AA) 211; (BB) 307, (DD & EE) 306.

1918 (Mods. 6J, 6H)—(F) Hy, 16692; (G & H) Hy, 26486; (DD & EE) Hy, 17799.

1918 (Mods. 6J, 6H)—(F) Hy, 16692; (G & H) Hy, 26486; (AA) 210; (BB) 307.

1919 (H, J, N, P)—(D) Hy, 16692; (E) Hy, 26486.

1919 (A-9W, Small 6)—(A) Tim, 317-312; (B) Tim, 2687-2620; (D & E) 415T-412A; (C & H) 3598-3520; (J) Tim, 2785-2720; (K) Tim, 3381-3320.

1919 (51)—(A) Tim, 317-312; (B) Tim, 2887-2620; (D) 415T-412A; (G & H) Tim, 359T-3520; (J) 2785-2720; (K) Tim, 3381-3320.

DAY-ELDER—1917-18 (J ½ Ton)—(A) Rower 2020; (D) Respectively. 417-412, 1919 (2 Ton)—(A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320, 1920—(A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 277-274; (BB) 339-333. 1920 (2 Ton)—(A) 4554-4520; (B) 3381-3320; (G) 3762-3720; (H) 375-3720; (J) 335-3320; (K) 4363-4320. 1921—(A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; —(A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312 439T-432; (AA) 277-274; (BB) 339-333. CROCE (Truck)—1916 (750 lbs.)—Tim. Brgs.; (A) 339-333; (B) 255-2530; (D, E, G & H) 375-3720; (J) 255-2530; (K) 417-412; (AA) 337-3320; (B) 415-412; (DD & EE) 335-3320. 1916 (½ Ton)—Tim Brgs.; (A) 337-3320; (B) 236-2330; (D) 4557 4320; (G & H) 3757-3720; (J) 255-2530; (K) 417-412. (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320. 1917 (1½ Ton)—Tim. Brgs.; (A) 3750-3720, (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-582; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333. 1917 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 440-4320; (C) 443-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333. CROW-ELKART—1915 (Mod. E-25)—(D & E) 208; (G & H) Hy, 26216; (AA) Hy, 26518 (BB) Hy, 26737 (DD & EE) Hy, 16517.

1915 (E-55) (F) Hy, 16681 (G & H) Hy, 26056; (AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506. EE) Hy, 16506.

1916 (Mod. C-30)—(G & H) Hy, 26216; (AA) Hy, 26518; (BB) Hy, 26737; (DD & EE) Hy, 16517; (O) 306.

1917 (Crow-Elkart)—(D & E) Bower, 208; (G & H) Hy; (J) 0208; (K) 0406; (Q) 306.

1918—(G & H)—Hy, 26216; (AA) Hy, 27797; (BB) Hy, 27899.

1919-20 (H)—(A) Tim, 317-312; (B) Tim. 235-2330; (D & E) Tim, 277-274, (G & H) Hy, 26216; (AA) Hy, 27797 26216; (AA) Hy, 27797

CUNNINGHAM—1910 (Amb.)—Tim. Brgs; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

1911 (Pleas.)—Tim. Brgs; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

1912 (Amb. J.)—Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 330-3320; (K) 435-4320.

1912 (Amb. J.)—Tim. Brgs; (A) 435-4320

1912-13 (Pleas. J.)—Tim. Brgs; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

1913 (Amb.)—Tim. Brgs., (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4220; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann, 307.

1914 (Amb. & Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 466-454; (H) Tim, 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann, 307.

1914 (Amb. & Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D) 11915-16-17 (Mods. S-U-V-2)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3630-3212; (C) 3650-3620; (D) 462-4520; (E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) 439-4320; (K) 539-532; (D) Ann, 311; (BB) Ann, 409; (DD & EE) Ann, 307.

1915 (Amb. & Pleas.)—(A) Tim, Brgs.; (A) 439-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 5756-5720; (G) 5756 Tim, 435; (DD & EE) Tim, 415. . 1, 2, 3 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & 2000) (G) 559C-552; (H) 559-552; (J & K) 539 532; (N, BB, DD & EE) 335-3720 E) 5553-5520; (G) 5590-502; (H) 655-652; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-452; (J & K) 539C-552; (AA) 277-274; (BB) 339-333; 1916 (J-A) - Tim. Brgs; (A) 3750-3720; (B) 3360-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-552; (AA) 357-353; (BB) 339-333; 1916-17 (J 3, 2 Ton) Tim. Brgs; (A) 4558-4520; (B) 3360-3320; (D) 341B-3320; (D & E) 5553-5520; (G & H) 5593-552; (J & K) 539C-552; (BB, DD & EE) 335-3320; (AA) 337-3320; 6320; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521 (E) 5755-5720; (G) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339 3320.

1917 (J-4 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 335-3320; (A) 277-274; (BB) 339-333.

1917 (J-5 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.

1917 (L 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (N) 440-4320; (AA & BB) 357-353; (DD & EE) 339-333.

DAY-ELDER-1917-18 (J 1/4 Ton)-(A) Bower, 308N; (B) Bower, 307N; (D & E) Bower DAY-ELDER—1917-18 (J ½ Ton)—(A) Bower, 308N; (B) Bower, 307N; (D & E) Bower 311NDT.

1918 (Mods. A, B & D)—(A) Tim, 435-4320; (B) Tim, 3191-3120; Bower, 316T; (D & E) U. S. 311 on axles above 8373; No 212 on axles 8002 to 8373; (G & H) Hayes 7060 on axles 8002 to 8173; U. S. 311 on axles above 8773; (J Bock N417 on axles 8002 to 8768; U. S. 407 used on axles above 8768; (K) Bock N407 on axles 8002 to 8768; U. S. 407 used on axles above 8768; (K) Bock N407 on axles 8002 to 8768; U. S. 407 above 8763; (AA) Hy, 17797; (BB) 307; (DD & EE) Hy, 16992. U. S. 5314; U & K) U. S. 5411; (AA) Hy, 17026; (BB) 308; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1918 (Mod. E)—(A) 312; (B) 311; (D & E) 319 D. R.; (G & H) 219 S. R. or SKF, 918; (J) 410 S. R.; (K) SKF, 5310-D; (AA) Tim, 4397; (BB) Tim, 435T; (DD & EE) 415T-412

1919 (Mod. A, B & D)—(AA) Hy, 27797.

1919 (C 2½-3 Ton)—(AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919 (A & B)—(A) Bk, 435; (B) Bk, 316; (F) 311; (G & H) 213; (J & K) 407; (N) 307; (Reverse Int. Gear) 210DR; (O) 205; (AA) 209; (BB) 307DR; (CC) Hy, 16972; (DD & EE) 300; (FF) 210.

1919 (D)—(A) Bk, 435; (B) Bk, 316; (F) 311; (G & H) 213; (J) 309; (K) 409DR; (N) 307; (Reverse Int. Gear) 210; (O) 205; (AA) 212; (BB) 308DR; (CC) Hy, 16820; (DD & EE) 308; (FF) 210.

1919 (C)—(A) Tim, 4554-4520; (B) Tim, 3360-3320, (F) 215DR; (G & H) 214 (J) 310; (K) 410DR; (N) 307; (Reverse Int. Gear) 210; (O) 205; (AA) 212; (BB) 308 DR; (CC) Hy, 16820; (DD & EE) 308; (FF) 210.

1919 (F)—(A) Tim, 4554-4520; (B) Tim, 3360-3320, (F) 215DR; (G & H) 214; (J) 311; (K) 410DR; (N) 311; (Reverse Int. Gear) 11m, 335; (O) 205; (AA) 212; (BB) 308; (BB) Tim, 357; (CC, DD & EE) Tim, 339; (FF) Tim, 335.

1919 (E)—(A) Bk, 312; (B) Bk, 311; (F) 319DR; (G & H) 219; (J) 409; (K) 410 & SKF, 3110DR; (O) 205; (AA) Tim, 439T; (BB) Tim, 435T; (CC) Tim, 335T; (DD & EE) Tim, 415T.

1920-21 (A & B)—(A) Bk, 435-43; (B) Bk, 316-31; (D) Br, 311N; (E) Br, 310N; (G) 215-415T.

1920-21 (A & B)—(A) Bk, 435-43; (B) Bk, 316-31; (D) Br, 311N; (E) Br, 310N; (G) 215-DR; (H) 213; (J) 307 & 407; (K) 408DR; (N) 307; (O) 205; (Q) 210; (AA) 209; (BB) 307; (DD & EE) 306.

1920-21 (D)—(A) Br, 435T; (B) Bk, 316-^1; (F) Br, 312N; (G & H) 216DR; (J) 407; (K) 410DR; (N) 307, (O) 205, (Q) 210; (AA) 212; (BB) 308 & 309; (DD & EE) 308.

1920-21 (C)—(A) Br, 310N; (B) Br, 308N, (F) Br, 314N; (G & H) 217DR; (J & K) 408; (N) 307; (O) 205; (Q) 210; (AA) 212; (BB) 308 & 309; (DD & EE) 308.

1920-21 (F)—(A) Bk, 455-45; (B) Bk, 335-33; (D & E) Br, 317N; (G & H) 219DR; (J) 409; (K) 413DR & 410; (L) SKF 918; (M) Fafnir 3110DR; (N) 311; (O) 205; (Q) 209; (AA & BB) Tim, 357; (DD & EE) Tim, 339.

1920-21 (E)—(A) Br, 312N; (B) Br, 311N; (D & E) Br, 319N; (G & H) 220DR; (J) 410; (K) 414DR & 410; (L) SKF, 918; (N) SKF, 1718; (O) 205; (Q) 209; (AA) Tim, 439; (BB) Tim, 435; (DD & EE) Tim, 415. Tim, 455; (DD & EE) Tim, 415.

DEARBORN—1919 (½ Ton)—(A) Tim, 3357-3320; (B) 2382-2320 (Jackshaft) Hy, 16225, 1919 (1 Ton)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D) Tim, 4554-4520; (E) Tim, 3360-3320; (Jackshaft) Hy, 16225

1919 (2 Ton)—(A) Tim, 5558-5520; (B) Tim, 439-4320; (O) 205; (Jackshaft) Hy, 16225; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306.

1919 (48F, FX, 2-2½ Ton)—(A) Tim, 3381-3320, (B) 2382-2320; (O) 205; (Jackshaft) Hy, 16225; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (G & P)—(D) Tim, 4554-4520; (E) Tim, 3380-3320.

1920 (X)—(D) Tim, 5558-5520; (E) Tim, 439-4320.

1920 (3 1920 (48-2 Ton)—(F)SRB.312; (G&H)213; (J)130; (K)4 10DR; (O)305; (AA,BB) 307; (CC) 304; (DD) 305 (EE) 306; (Jackshaft) Hy, 16225. DEFIANCE—1919-20-21(B-D)—(A)Bk,435;(B)Bk,316;(D)Br,309NX;(E)Br,306NX;
(G & H) Bk, 355; (J) Tim, 335-3320; (K) Tim, 417-412; (N) 307; (O) 205; (P) 210 or 308;
(Q & R) Spec.; (BB) 307; (DD) 305; (EE) 306; (KK & LL) Spec.
1919-20-21 (C, E)—(A) Bk, 435; (B) Bk, 316; (D & E) Br, 311ND; (G) Tim, 375-3720; (H)
Tim, 3762-3720; (J) Tim, 335-3320; (K) Tim, 4368-4320; (N) 307; (O) 205; (P) 210 or 308;
(Q & R) Spec.; (BB) 307; (DD) 305; (EE) 306; (KK & LL) Spec. DE KALB—1916 (Mod. D-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 639C-532.

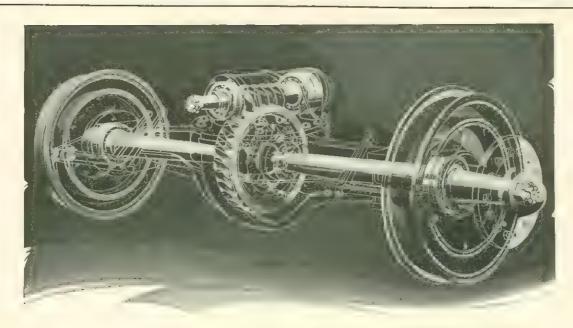
1916 (Mod. D-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (Mod. D-3)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

1917 (Mod. E-2)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532. 1917 (Mod. E-2/4) — Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) Hy, 57789; (BB) Hy, 57896; (DD & E) Hy, 16748.

1918 (E Z Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.





Ball Bearings on Rear Axle Assemblies Maintain Original Settings of Rotating Parts

SUBJECTED to the severe and varying strains of road shocks and jars—as well as the heavy thrust loads due to turns, road slants and skidding—the rear axle assembly must be capable of withstanding severe strains without disturbing the accurate relation of rotating parts. The moment wear occurs there is destructive play in the hubs and the gears rub, grind and chatter with disastrous results.

To resist these heavy radial and thrust loads without appreciable wear, is the duty that must be demanded of the bearings in order to maintain the rotating parts in their original settings throughout the life of a car.

As this ability is an inherent quality of deep-groove ball bearings, as made by the Hess-Bright Manufacturing Company, they are considered by many as standard for this purpose.

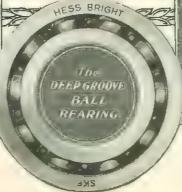
THE HESS-BRIGHT MANUFACTURING COMPANY

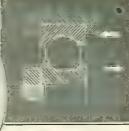
Supervised by 5KF INDUSTRIES, INC., 165 Broadway, New York City

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Races displaced to show DEEP - GROOVE bearing carrying maximum end thrust in a forward direction.





Races displaced to show THE SAME bearing carrying maximum thrust in reverse direction.

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DEMOT--(J & K) 306; (BB) 208; (DD & EE) 307
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DE MARTIN-1917 (1 & 11/2 Ton)-Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD 4 ₁EE) 316-312. 1917 (2-3½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 335-3320

DE MARTINI—1920 (1½ Ton)—(AA) Tim, 277-274; (BB) Tim, 339-333.

1920—(2-2½, 3-3½ Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim, 316-312.

1920 (4-41/2 Ton)-(AA) Tim, 337-3320; (BB) 335-3320; (DD & EE) Tim, 335-3320

1920 (4-4½ Ton)—(AA) Tim, 337-3320; (BB) 335-3320; (DD & EE) Tim, 335-3320.

DENBY—(Mod. 12—1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 4553T; (E) Bower, 3554T (H 2 Ton)—(A) Bower, 310N; (B) Bower, 308N; (D) Bower, 5553; (E) Bower, 4554; (E) Bower, 307; (G) Hy, 1447, (H) 208; (J) 306; (K) 406; (AA) 208; (BB) 307; (DD & EE) 305.

1917-18-19 (Mod. 15 3 Ton)—Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553; (E) Bower, 4554; (G & H) Hy, 2476; (J) 307; (K) 407; (AA) 308; (BB) 307; (DD & EE) 305.

1915-16-17 (1 Ton B & C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower 3672T; (E) Bower, 3362T, (G) Hy, 26084; (H) Hy, 26085.

1916-17 (2½ Ton K)—Tim. Brgs.; (A) 4538-4520; (B) 3360-3320; (C) 341B-3320; (D) Bower, 5553T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085.

1917 (2 Ton)—(J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305.

1917 (12, 1 Ton)—(J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307; (DD & EE) 305.

1917 (12, 1 Ton)—(J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307; (AA) 308; (BB) 307; (DD & EE) 305.

(E) Bower, 4554; (G & H) Hy, 26084-26085; (J & K) 407 & 307; (AA) 308; (BB) 307; (DD & EE) 305.

(Model 210)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (G & H) Hy, 26480; (J) 310; (K) Hy, 26669; (AA) 211; (BB) Hy, 27988; (DD) 309; (EE) 308.

(DENBY—1919 (25-3 Ton, 134-2 Ton)—(A) Tim, 4553: (B) Tim, 3360: (J) 307DR: (K) 407.

1919 (3½-5 Ton)—(F) Hy, 47893; (G & H) Hy, 26480; (K) Hy, 26669

DENBY—1919 (25-3 Ton, 134-2 Ton)—(A) Tim, 4553; (B) Tim, 3360; (J) 307DR; (K) 407; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.

1919 (12-1 Ton)—(A) 308DR; (B) 307DR; (J) 306DR; (K) 406; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305, (EE) 306.

1919 (27-3½ Ton)—(A) Bk, N312; (B) Bk, N308; (D & E) Hy, 47893 or 47897; (G & H) Hy, 26480; (J) Hy, 26690 (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308.

1919 (210-5 Ton)—(A) Bk, N313; (B) Bk, N309; (D & E) Hy, 47893 or 47897; (G & H) Hy, 26480; (J) Hy, 26690; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308.

1920 (12-1 Ton)—(G) Hy, 26219; (GG) Hy, 29095.

1920 (12-2 Ton)—(A) Tim, 4553-4520; (B) Tim, 3360T; (G) Hy, 26084; (H) Hy, 26085; (GG) Hy, 29095.

1920 (27-3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 3360T; (G) Hy, 26084; (H) Hy, 26085; (G2) Hy, 22095.

1920 (27-3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 5351-5320.

DENMO—1917-18 (10 1½ Ton)—(B) Bower, 309N; (E) Bower, 306N (Jackshaft), 306N

DENMO—1917-18 (10 1¼ Ton)—(D) Bower, 304N; (£) Bower, 306N (Jackshaft), 306N [1918 (12 ¾ Ton)—(D) Bower, 308N; (£) Bower, 306AL (Jackshaft), 306AL.

DETROIT (Electric)—1920 (78 to 88)—(A) Tim, 342 3320; (B) Tim, 235-2320; (F) Tim, 458T-454; (G & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 439T-432.

DETROIT_TRAILER-1920-(A) Tim, 435-4320; (B) Tim, 3191-3120

DETROITER—1917 (Mod. 6-45)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (A) Ann, 209; (G) 288-284; (H) 355-3520; (J) 334-3320; Ann, 207; (K) 258-2520 Ann, 407; (O) Ann, 205; (BB) Ann, 307.

412A; (A) Ann, 205; (G) 288-288; (H) 355-3520; (J) 334-3320; Ann, 207; (K) 258-2520; Ann, 407; (O) Ann, 205; (BB) Ann, 307.

DIAMOND T—1915 (J 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; 1919 (J 5-1 Ton)—Tim. Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (O) 209; (AA) Tim, 277-274; (BB) 339-3320; (CC) T-235; (DD & EE) 306-303.

1919 (J 4-1½ Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539E-532; (O) 205; (Q) 209; (AA) Tim, 277-274; (BB) 339-3320; (CC) T. 235; (DD & EE) 306-303.

1919 (J 3-2 Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (O) 206; (Q) 209; (AA) 337-3320; (BB) Tim, 335-3320; (CC) T-257; (DD & EE) Tim, 316-312.

1919 (LB-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6375E-68200; (O) 205; (P) 208DR; (Q) 209; (AA) Tim, 419-336 & 412-3320; (BB) Tim, 357-353; (CC) T. 306; (DD & EE) Tim, 339-3320; (BB) Tim, 349-344; (BB) Tim, 435-434; (CC) T-335; (DD & EE) Tim, 415-412.

1920 (T, FS-1½ Ton)—(A) 4564-4320; (B) 3161-3120; (F) 6372-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (O) 205; (Q) 205; (P) 208DR; (Q) 209; (AA) 439-434; (BB) Tim, 415-434; (CC) T-335; (DD & EE) Tim, 415-412.

1920 (T, FS-1½ Ton)—(A) 4568-4620; (B) 3360-3320; (D & E) 5557-5520, (G & H) 559-532; (J) 539E-532; (K) 5378E-532; (O) 205; (P) 208DR; (D) 8B) 311DR.

1920 (T, FS-1½ Ton)—(A) 4560-4520; (B) 3361-3120; (F) 6372-6520; (G & H) 559-532; (J) 539E-532; (K) 5378E-532; (C) 205; (P) 208DR; (Q) 209; (AA) 311DR.

1920 (T, FS-1½ Ton)—(A) 5550-5520; (B) 5351-5320; (D & E) 5557-5520, (G & H) 559-532; (J) 539E-532; (K) 5378E-6323; (C) 205; (P) 308; (Q) 210; (BB) 311DR.

1920 (EL-S Ton)—(A) 5550-5520; (B) 5351-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J) 375E-6323; (K) 6455E-6422; (O) 205; (P) 308; (Q) 210; (BB) 311DR.

1920 (S-5 Ton)—(A) 5550-5520; (B) 5351-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-77

DILE-1915 (Mod. A)-(F) 306; (G & H) 207; (J) 0205; (K) 0206; (AA) 206; (BB) 205

DIXIE FLYER—1917 (Flycr)—(D & E) Bower, 209AL; (G) Bower, 209A.
1919 (H) (A) Br, 317T; (B) Br, 235T; (D & E) Br, 208AX; (G & H) Hy, 7141; (I, Q, AA.
CC, GG, KK & LL) Spec.; (J) 206; (K) 306DR, (O) 203; (P) 207; (BB) 305.
1920-21 (H)—(A) Br. 317T; (B) Br, 235T, (D & E) Br, 208A; (G & H) Hy, 7141; (I, Q, AA, CC, KK & LL) Spec.; (J) 306; (K) 307DR; (O) 203; (P) 207; (BB) 206DR.

DIXIE-1916-17-18-(G & H) Hy, 26216

DISBROW-1917 (Louis Disbrow)-(DD & EE) Hy, 17799.

DISBROW—1917 (Louis Disbrow)—(DD & EE) Hy, 17799.

**DOANE (Truck)—1917 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3965-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (6 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 4356-5320; (AA & BB) 440-4320; (DD & EE) 415-412.

1918 (2½ Ton)—Tim. Brgs. on all Mod.; (A) 4550-4520; (B) 4365-4320; (D) 5550-5520; (E) 5351-5320; (B & H) 3955-3920; (J) 485-4320; (K) 338-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (6 Ton)—(A) 6358-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J) 5356-5320.

1920 (2½ Ton)—(A) 4550-4520; (B) 4365-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 3955-3920; (J) 336-332; (K) 435-4320

1920 (3½ Ton)—(A) 5550E-5520; (B) 4361-4320; (D) 6456-6420; (E) 5551E-5520; (G & H) 3955-3920; (J) 336-3320; (K) 435-4320

1920 (6 Ton)—(A) 6356-6320; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 5356-5320; (HH) Hv, 27095.

DODGE (All Years)—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D & E) Tim, 288-284; (G &

DODGE (All Years) -(A) Tim, 256-2530; (B) Tim, 1751-1730; (D & E) Tim, 288-284; (G & H) Tim, 365-363; (J) Tim, 255-2530; (K) Tim, 3191-3120; (O) 304; (Q) 304; (AA) 207; (BB) 395. 1919-20-21—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D) Tim, 288-234; (G & H) Tim, 365-363; (J & K) Tim, 255-2530; (O) Faf. 304A; (S) Faf. 308A.

DORRIS—1915 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720 (G) 456-454; (H) 559-552; (J) 439-4230; (K) 539-532; (AA & BB) 335-3320; (DD & EE 316-312

316-312 | 1915 (1-A-4) — Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (C) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.

1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520 (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD (E) 5355-5320; & EE) 316-312

& EE) 316-312. (1-B-6-34 Ton)—Tim. Brgs; (A) 415-412. (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 1205; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. (Main Shaft Front on 1916 8-6) uses Tim, 335-3320; (BB) 335-3320; (DD & EE) 316-312. (Main Shaft Front on 1916 8-6) uses Tim, 335-3320; (D & E) 3553-3520; (G & H) 5596-552; (J & K) 5396-532; (Q) Ann, 1205; (AA & BB) 335-3320; (DD & EE) 316-312. 1917 Model uses Tim, 337-3320 on Main Shaft Front. 1919-20-21 (6-80)—Tim. Brgs from A-K on all models—(A) 412-419; (B) 312-316; (C) 3656-3620; (F) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439 T-432; (O) 205; (P) 211; (BB) 307DR; (CC) Warner X4001; (DD & EE) 206, (GG) Withington 30068; P1919-20-21 (K-4)—(A) 4558-4520; (B) 3360-3620, (C) 341-3320; (D & E) 5558-5520; (G & H) 5596-552; (J & K) 539D-532; (O) 205; (P) 207DR; (Q) 6813HB; (AA) 211; (BB) 309DR; (CC) Warner X40-11; (DD & EE) 308 (GG) Onkes 500; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552, (K) 6359-6321, (O) 205; (P) 207DR; (Q) 6813 HB; (AA) 211; (BB) 309 DR; (CC) Warner X40-11, (DD & EF) 308; (GG) Oakes 500. (DORT--1915-16-17-18-19 (5-5A, 9, 11)—(D & E) Hy, 16395; (G & H) Hy, 16227; (J)

DORT—1915-16-17-18-19 (5-5A, 9, 11)—(D & E) Hy, 16395; (G & H) Hy, 16227; (J) Tim, 319-312; (K) Tim, 348-3320; (AA) 207; (BB) 305
1919 (8, 8C, 11, 115, 11T)—(D & E) Hy, 16395; (G) Hy, 16227; (H) Nice 280; (J) Tim, 319-312; (K) Tim, 348-3320; (P) Spec.; (AA) 207DR; (BB) 305DR.
1920 (10, 10C, 15, 15S, 39, 39C, 39L)—(A) Tim, 2785-2720; (B) Tim, 1751-1730; (D & E) Hy, 16395; (G) Hy, 16227; (H) Nice 280; (J) Tim, 319-312; (K) Tim, 348-3320; (AA) 207DR; (BR) 305DR. (BB) 305DR

DOUGLAS—1919-20 (1 Ton)—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412. 1920 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (G) 3762-3720; (H) 375-3720; (J) 335-3320; (K) 4368-4320; (CC) Hy, 16820

DREDNOT—1914 (Mod. A-13)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5365-5320.

1915 (Mod. 9)—Tim Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552, (J & K) 539C-532

1915 (Mod. G)—Tim. Brgs.; (A) 4558-4520; (B) 4360-4320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532

DREXEL—1917 (Mod. R.)—(D & E) Bower, 208A.

1918 (17)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2330; (D) 435T-4320; (C & H) 378T-3720; (J) 255-2530; (K) 417-412.

(J) 255-2530; (K) 417-412.

DUPLEX—1916 (Mod. C-B)—(AA & BB) Tim, 357-353; (DD & EE) 339-333.

(2 Ton)—(A & D) Bower, 3762T; (B & E) Bower, 3362T; (G & H) Bower, 458T; (J) Bower, 4359T; (K) Bower, 335T; (K) Bower, 335T; (K) Bower, 335T; (K) Bower, 335T; (K) Bower, 311N; (B & E) 310N; (G & H) Bower, 456T; (J) Bower, 315T; Bower 4359T; (O) 205; Jack Shaft Hy, 19200.

1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (O) ND, 205 Jackshaft Hy, 19200.

1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (Tatermediate Rear Drive Shaft SK.F, 1309; (O) 205; Jackshaft Hy, 19200.

1918-19 (Mod. E & EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205, Chain Case Brgs. 2 Bowers 4355T, Jackshaft Hy, 19200.

1918 (D 33/4 Ton)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 4359T; (K) Bower, 335T; Jackshaft, Bower, 310N; (G & H) Bower, 456T; (J) Bower, 4359T; (K) Bower, 335T; Jackshaft, Bower, 310NDT.

1919 (EL, EV)—Tim. Brgs.; (J) 333-3320; (K) 4368-4320; (O) 205; (AA & BB) 357-253; (DD & EE) 339-333.

1920 (31/4 Ton)—Jackshaft Hy, 19260; (GG) Hy, 29097

DUTY—1920 (2 Ton)—(G) Hy, 26219.

DUTY-1920 (2 Ton)-(G) Hy, 26219.

EAGLE-1917-18-(D & E) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 26518; (BB) Hy,

ECONOMY—1917 (Mods. 4-36)—(F) 309; (G & H) 0209; (J) 0207; (K) 0307; (Q) 205; (AA) 207; (BB) 305.

1917-18 (Mods. 8-48)—(F) 309; (G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.

()—1920—(A) Br, 336TXL; (B) Br, 236TX; (D) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

307DR; (K) Hy, 57883.

ELCAR—1915 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (C) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.

1916 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA & BB) 335-3320; (DD & EE) 316-312.

1916 (Mod. A-B)—(D & E) Hy, 16076; (G & H) Hy, 26216.

1917-18—(C & H) Hy, 26216.

1917-18—(D & E) Bower, 208A.

1919—(A) Tim, 317-312; (B) Tim, 235-233; (D & E) Tim, 277-274; (G & H) Hy, 26216; (J) Tim, 344-3320; (K) Tim, 416-413.

1919—(F) 310DR; (J) 307DR; (O) 205.

1920 (D, H, G & K)—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (O) 205; (AA) 208; (BB) 307; (DD & EE) 305.

1920 (D-4, 6)—(F) 310DR; (J) 307DR; (K) 407; (O) 205; (AA) 208; (BB) 207; (DD & EE) 305.

309.

ELGIN—1916-17 (Farm Tractor)—(D) Tim, 4554-4520; (E) Tim, 3362-3320.

1916 (Pleas.)—(D & E) 309; (F) 309; (G & H) 209; (J) Tim, 225; (K) 307; (use 306 and 406 with short third member); (O) 203; (AA) 207; (BB) 306.

1917 (Pleas.)—(F) Bower, 309ADT; (G & H) Bower, 209AL; (J) 0208; (K) 0407.

1917 (Pleas.)—(F) 309; (G & H) 0209; (K) 306; (AA) 207; (BB) 306.

1918 (Mod. A.)—(D & E) 309; (G & H) 209; (J) 306; (K) 400; (AA) 207; (BB) 306.

1919—(A) 2033; (B) 2128; (D & E) Br, 208AX; (G & H) Hy, 26216; (J) 208; (K) 406; (O) 205; (AA) 207; (BB) 306; (GG) Spec.

1919–20 (K)—(A) Bk, 337; (B) Bk, 235; (F) Shatz 309; (G & H) Gur. 209; (J) 306; (K) 406; (D) 203; (AA) 207; (BB) 306; (GG) Spec.

ELKHART—1916—(F) 309; (G & H) 0212; (K) 306; (O) 203; (AA) 207; (BB) 305. 1917 (Mod. A)—(F) 309; (G & H) 210; (K) 307 x 1½°; (O) 203, (AA) 207; (BB) 305. 1917—(J) 0208; (K) 0407.

EMPIRE—1915 (Mod. 33)—(D & E) Hy, 16691; (G & H) Hy, 26062; (K) 307; (BB) 307.

1916 (Mod. 33-45)—(D & E) Hy, 16691; (G & H) Hy, 26062; (K) 307; (O) 205; (AA) 208; (BB) 307.

1917 (Mods. 45, 60) –(D & E) Bower, 209AL; (F) 209; (G & H) 0209; Bower 209A; (J) 207; (K) 406, (O) 205; (P) DR206; (AA) 208; (BB) 307.

1916-17 (60-71) –(D & E) Hy, 16691; (G & H) Hy, 26486.

1917 (Mod. 40) —(F) Hy, 16779; (G & H) Hy, 26252.

1917 (Mod. 70)—(F) 209; (G & H) 0209; (J) 207; (K) 406; (O) 205; (AA) 209; (BB) 307.

1918—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower, 209AL; (G) Bower, 209AL

ENGER—1915 (Mod. 6-50)—(F, G & H) Hy, 16779; (J) 0207; (K) 307; (Q) 205; (AA) 209; (BB) 307.

1916 (Mod. 6-50)—(Q) 205; (BB) 307; (CC) 208.

1917 (Mod. 6-50)—(D & E) Bower, 209AL; (G) Bower, 209A; (K) 307; (Q) 205; (AA) 208; (BB) 307.

ERIE-1916-17 (33-34)-(F) Hy, 16779; (G & H) Hy, 26252.

ESSEX—(1918 Pleas.)—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 359S-3520; (J) Upper 2785-2720; (K) Lower, 3381-3320; (AA) Hy, 17024; (BB) Hy, 16661; (DD & EE) Hy, 16473; (FF) Hy, 16820.

(S) 210

ESSEX—Continued

1919 (Mod. A)—Tim. Brgs. from A-K on all models—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 3598-3520; (J) 3381-3320; (K) 2785-2720; (O) 205; (Q) 211; (AA) Hy, 17024; (BB) Hy, 16661; (CC & FF) Hy, 16820; (DD & EE) Hy, 16473; (Starter) Hy, 600203; (Valve Rocker Arm) Hy, 26939.

1920—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 3598-3520; (J) 3381-3320; (K) 2785-2720; (O) 205; (Q) 211; (AA) Hy, 47024; (BB) Hy, 46661; (CC & FF) Hy, 16820; (DD & EE) Hy, 16473; (Generator) Hy, 600203; (Valve Rocker Arm) Hy, 26939.

1917 (11/2 Ton)—Tim Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720, (J & K) 4365-4320.

[J&K] 4360-4320.

FAGEOL—1918 (2 Ton)—Tim, Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (D&E) 5553-5520; (G&H) 559c-552; (J&K) 539c-532; (FF) 27925; (GG) 29097.

1918 (3½ Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G&H) 5756-5720; (J) 559C-552; (K) 6359-6320; (FF) Hy, 27925; (GG) Hy, 49097.

1918 (5 Ton)—(A) 5550-5520; (B) 5351 5320; (C) 5354B-5320; (D) 780-772; (E) 6552-6521; (G&H) 780-772; (J&K) 6259-6320; (FF) Hy, 17301; (GG) Hy, 29097.

1920 (1½ Ton)—(AA) Tim, 419-412; (BB) Tim, 444-432; (DD) Tim, 3191-3120; (EE) Tim, 416-414; (FF) 27925; (GG) Hy, 29097.

1920 (2 Ton)—4558-4520; (B) 3360-3320; (D&E) 5557-5520; (G&H) 559-552; (J) 539C-532; (V) 5578E-5521

1920 (1½ Ton)—(AR) 1113,

FARGO—1916-17 (M 1½ Ton)—(D) Bower, 3762T; (E) Bower, 3362T.
1916-17-18 (N-P 2 Ton)—(D) Bower, 5553T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy (P-2 Ton)—(J) 307DR; (K) 407; (O) 205; (AA-BB) 308; (CC) 304; (DD & EE) 306.

FEDERAL—1914-15 (1, 1½ Ton) Tim. Brgs; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320; (AA) Hy, 27794; (BB) Hy, 26733, (DD & EE) Hy, 16516.
1916 (Mod. J.-K.-M)—Tim. Brgs.; (A) 3750-3720, (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320, (C) 443B-3420, (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320

33-3320.

1916 (Mod. W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.

1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320.

1917 (1 3, 2 Ton)—(BB) 308; (DD & EE) 307.

1917 (1 3, 2 Ton)—(BB) 308; (DD & EE) 307.

1917 (1 3, 2 Ton)—(BB) 308; (DD & EE) 307.

1917 (1 3, 2 Ton)—(BB) 308; (DD & EE) 307.

1917 (5 Ton X)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-552.

1917 (5 Ton X)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6559-6320.

1918 (3 3, 5 Ton)—(AA) 212; (BB) 309; (DD & EE) 308.

1919 (TD)—Tim. Brgs. from A-K on all models—(A) 3750-3720; (B) 3360-3320, (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 208; (Q) Spec.; (AA) 210; (BB) 212; (CC) Spec.; (DD & EE) 307; (Spline Shaft Rear) 308; (GG, KK & LL) Spec.

(AA) 210; (BB) 212; (CC) Spec.; (DD & EE) 307; (Spline Shaft Rear) 308; (GG, KK & LL) Spec.

1919 (UD)—(A) 4558-4520; (B) 3360-3320; (Steering Knuckle Pivot) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 204; (Q) Spec. (AA) 210; (BB) 212; (DD & EE) 307; (Spline Shaft Rear) 308; (GG, KK & LL) Spec

1919 (WD)—(A) 4550-4520; (B) 4361-4320; (Steering Knuckle Pivot) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J 559-552); (K) 6359-6320, (O) 205; (P) 208; (AA) 211; (B) 212; (DD & EE) 308, (Spline Shaft Rear) 309; (GG, KK & LL) Spec.

1919 (XC)—(A) 5550-5520; (B) 5351-5320; (Steering Knuckle Pivot) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 205; (P) 208; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft Rear) 309; (GG, KK & LL) Spec.

1920 (SD)—(A) 3750-3720; (B) 3360-3320; (F) 539-532; (G & H) 397-3920; (J) 444-432; (K) 436-453; (O) 205; (P) 208; (Q) Spec; (AA) 209; (BB) 210, (CC, GG, KK & LL) Spec., (DD & EE) 306; (Spline Shaft, Rear) 308.

1920 (TE, UE)—(A & B) 3750-3720; (D & E) 5557; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec.; (Spline Shaft, Rear) 308.

1920 (TE, UE)—(A) 4550-4520; (B) 4361-4320; (Steering Knuckle Pivot) 443-4320; (G & H) 5757; (J) 559; (K) 6375E; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec.; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309.

1920 (XE)—(A) 5550-5520; (B) 5551-5320, (Steering Knuckle Pivot) 5354-5320; (G & H) 780; (J) 6375E; (K) 6455E; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec; (AA) 211, (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309.

1920 (XE)—(A) 5550-5520; (B) 5551-5320, (Steering Knuckle Pivot) 5354-5320; (G & H) 780; (J) 6375E; (K) 6455E; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec; (AA) 211, (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309.

1920 (XE)—(A) 5550-5520; (B) 5581-5320, (Steering Knuckle Pivot) 5354-5320; (G & H) 780; (J) 6375E; (K) 6455E; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec; (AA) 211, (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309

FEDERAL TRACTOR -1920 (UE-10-3 Ton)—(A & B) Tim, 3750-3720; (D & E) Tim, 557, (G & H) Tim, 559-552; (J) Tim, 539-552, (K) Tim, 5578-5521; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 308DR; (DD & EE) 307
1920 (WC-95, 7 Ton)—(A) Tim, 4550-4520; (B) Tim, 4361-4321; (G & H) Tim, 5757; (J) Tim, 559-552; (K) Tim, 5375E; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 309DR; (DD & EE) 308.

FIAT—(Mod. 55)—(D) 410; (G & H) 312; (O) 204; (P) 206; (AA) 305; (BB) 306; (CC) 308 (DD) 406; (EE) 210; (GC) 213 & 305.

FORD (Truck)—1918 (1 Ton)—(F) Hy, 16211; (G & H) 0212.

1919 (T)—(D & E) Hy, 16079-80; (J) Hy, 26620.

1920 (T)—(D, E, G & H) Hy, 16079-80; (J) Hy, 26620.

1920 (1 Ton)—(D & E) Hy, 16211; (J) Hy, 16476.

FORDSON (Tractor)—(A) Tim, 357-352; (B) Tim, 14118-14283; (F) Hy, 16125; (C & H) 218RT 100%; (J) 214RT. 50%; (K) 2 No. 411RT. 200%; (O) 306RT. 50%; (P) 214RT. 50%; (T) 2" x 2%; (U) 2" x 1½"; (V) 2" x 2½"; (W) 2" x 3"; (X & Y) 2" x 3"; (AA) 214RT. 50%; (BB) 406RT. 50%; (CC) 405RT. 50%; (DD) 406RT. 50%; (EE) 405RT. 50%; (FF) 1½" x 1½" 8 Pronse; (GG) 2 No. 204RT. 100%; Belt Pulley, Inner 308RT; Outer \$18RT.

1920-(G & H) 218; (J) 214; (K) Gur. Dup 411; (O, CC) 405; (AA, 214; (BB, DD) 406; (GG) 204DR.

(GC) 204DK.

FORSCHLER—1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B 3320 (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

1919-20—(A1, AX 1½, B2)—(A) Bk, N310; (B) Bk, N308.

1919-20 (BX 3)—(A) Bk, N310; (B) Bk, N309.

FOSTER—1920 (Tour)—Tim Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454 (G & H) 377-3720; (J) 3196-3120; (K) 439T-432.

FOSTORIA-1916-17 (Mod. 17)-(J & K) 305; (AA) 207; (BB) 305.

FOUR WHEEL DRIVE-1916-(G & H) 216; (O) 205; (AA) 213; (BB) 309; (DD & EE

307. (G & H) 216; (AA) 213; (BB) 408; (CC) 309; (DD & EE) 307. (1918—(G & H) 216; (O) 305; (Q) 210; (AA) 213; (BB) 309; (DD & EE) 307; (GG) 205. 1915—16-17-18 (B 3 Ton) -(A, B, D & E) Bower, 217N; (G & H) Bower, 313N; (J) Bower, 309N; (K) Bower, 306AL. 1918—19-20 (B-3 Ton)—-(A, B, D & E) Br, 217N; (G & H) 308; (J) 309; (K) 306; (O) 305DR (Q) 210DR; (AA) 213DR; (BB) 309DR; (DD & EE) 307; (GG) 205.

FRANKLIN—1915, 16 (M, M 8, F.1 Ser. 4-5-6)—(A) Tim, 2750-2720; (B) Tim, 2357-2320; (D & F) Tim, 415-412; (G & F, Tim, 355-3520; (J & K) Tim, 417-412; (AA, DD & EE) 307 Spec. 1"I.D.; (BB) 407.

1917-18-19 (Series 9)—(A) 307RT; (B) 305RT; (F) 407RT; (G & H) 308RT; (J) 207RT; (K) 408RT; (O) 304; (F) U.S. 1109; (Q) Special; (AA) 206; (BB) 306; (CC) 304; (DD & EE) 305; (KK) 204RT; (LL) 204W-RT.

1919-28 (9B)—(A) 307RT; (B) 305RT; (D & E) 407RT; (G & H) 308RT; (J) 408RT; (K) 207RT; (Q) 1109F; (S) Gur. 206; (AA) 304; (BB) 306; (DD & EE) 305; (KK) 204; (LL) 204 W

FULTON—1917-18 (F-2 1) Ton)—(D) Bower, 3762T: (E) Bower, 3362T: (G & H) Hy, 1919-20-21 (C, D)-(A) Bk, 435-48; (B) Bk, 316-315; (G & H) 2476; (N) 307-8; (O) 205;

G. V. MERCEDES—1911-12-13-14-15-16-17 (3½ & 5 Ton)—Tim. Brgs.; (A, B, D & E) 6352-6320; (G, H, DD, & EE) 4353-4320.

1914 (Mod. 1914)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.

1912-13 (700 lb.) 1915 (½ Ton)—(A, B, D & E) Tim, 415-412; (DD & EE) Tim, 2362-320.

1911-12-13 (1 Ton)—Tim. Brgs.; (A & D) 4360-4320; (B & E) 4350-4320; (G, H, DD & EE)

3150-3120. 1915-16-17 (1 Ton)—Tim. Brgs; (A, B, D & E) 4360-4320; (G, H, DD & EE) 3150-3120. 1911-12-13 (½ Ton)—Tim. Brgs.; (A, D & G) 4353-4320; (B, E & H) 4361-4320; (DD & EE) 1954-1920.

1911-12-13-16-17 (2 & 3 Ton)—Tim. Brgs.; (A, B, D & E) 5351-5320; (G, H, DD & EE)

1911-12-13-16-17 (2 & 3 10h) About 10 11-12-13-16-17 (2 & 3 10h) About 10 11-12-13-16-17 (2 & 3 10h) About 10 11-12-13-16-17 (2 Ton) — Tim Brgs; (A) 3730-3720; (B) 3360-3320; (C) 341B-3320; (D) 462-4520; (E) 375-3720; (G) 5595 (552, (H) 456C-454; (J & K) 539C-532, EE) 236-2320. 1916-17 (1,000 lb.) — Tim, Brgs; (A, B, D & E) 415-412; (G, H, DD & EE) 236-2320. 1916-17 (1,56 Ton F.V., 6-Ton Diamler) — Tim, Brgs; (A) 5564-5520; (B) 5356-5320; (D). 6552-6521; (E) 6453-6420.

GABRIEL—1916 (Mod. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD &

(D & E) 5353-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 367-353; (DD & E) 339-333.

1916 (Mod. O)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3672-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 333-333.

1916-17 (Mod. H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 376-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 335-3320.

1917 (O 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 367-353; (DD & EE) 339-333.

559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 3360-3320; (D & E) 5553; (G & H)

GARDNER 1920-21 (All Mod.) -(A) Tim, 2785-2720; (B) Tim, 1751-1730; (F) Hy, 16395; (G & H) Hy, 26227; (I) Nice 280; (J) Tim, 319-312T; (K) Tim, 348-3320; (O) 203; (P) 207; (Q) B & B 270; (S) 306; (KK & LL) Diffwiler 1522-23.

GARFORD—1916 (66-70)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-3320. 1916 (Mod. 67)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G & J) 4553-4520; (H & K) 5553-5520; (AA, DD & EE) 4364-4320; (BB)

1916 (Mod. 67 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-652; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

1916 (Mod. 68) —Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (F) 6354_6321

1916 (Mod. 68) —Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

1916 (Mod. 69) —Tim. Brgs.; (D) 6552-6521; (E) 6352-6321.

1916 (Mod. 75) —Tim. Brgs.; (A) 4367-4320, (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532, (AA) 337-3320; (DD & EE) 316-312.

1917 (Mod. 6. 68-69) —Tim. Brgs.; (A) 5550-5520, (B) 5351-5320; (C) 5354B-5320; (D) 6554-6521; (E) 6553-6521

1917 (Mod. 66 1½-Ton) —Tim Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532, (AA) 337-3320; (BB) 415-412 · (DD & EE) 335-3320.

1917 (70B 2-Ton) —Tim Brgs.; (A) 4558-4520, (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552, (J & K) 539-532, (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320; (DD & EE) 316-312.

1917-18 (77-77B 314-Ton) —Tim Brgs.; (A) 4367-4320; (B) 3159-3120; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917-18 (77-77B 314-Ton) —Tim Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720, (G & H) 5756-5720; (J & K) 559-552; (O) Ann, 205; (Q) Ann, 206; (AA) 439-4320, (BB) 435-4320; (D) & EE) 415-412; (GG) Ann, 302.

1918 (75C 1-Ton) —Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453, (O) Ann, 2058R; (P) Ann, 208DR; (AA) 337-3320, (BB, DD & EE) 335-3320.

1938 (75C 1-Ton) —Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453, (O) Ann, 2058R; (P) Ann, 208DR; (AA) 337-3320, (BB, DD & EE) 335-3320.

335-3320

1918 (66-B 1½ Ton, 70-B 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320.

1918 (77C 3½-Ton)—Tim Brgs.; (A) 4550-6521; (B) 4361-5720; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GC) Ann, 302SR.

Ann, 302SR.

1918 (68 5-Ton)—(A) Tim, 5550-5520; (P) Tim, 5351-5320; (C) Tim, 5354B-5320; (D) Tim, 6354-6528; (E) Tim, 6353-6321; (G & H) 216SR; (I) HB, 1113; (O) 205SR; (P) 208DR; (AA & DD) 409SR; (BB) 308DR; (EE) 410SR; (GG) 302SR.

1920 (25B-1½; Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (F) 6378-6320; (C & H) 477-473; (J) 456-453; (K) 539E-532; (P) 208DR; (Q) 219; (Primary Shaft, Front) 337-3320; (Primary Shaft, Rear) 415-412; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1920 (70-H 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552 (J) 539E-532; (K) 5578E-5521; (P) 208DR; (Q) 219; (Primary Shaft, Front) 337-3320; (Primary Shaft, rear & BB) 415-412; (CC) 257; (DD & EE) 335-3320

305-3020, (Pilmary Shaft, Front and Rear) 439-4320; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720, (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323, (O) 205; (P) 208DR; (Q) 209; (Primary Shaft, Front and Rear) 439-4320; (BB) 435-4320; (CC) 335; (DD & EF) 415-412

EÉ) 415-412.

1920 (77D- 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J, 559-552, (K) 6375E-6323; (P) 208DR, (Q) 219; (Primary Shaft, Front and Rear) 439-4320; (BB) 435-4320; (CC) 336; (DD & EE)

1920 (68 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354E-5320; (D) 6554-6521; (E) 6353-6321; (G & H) 216; (l) 113; (O) 205; (P) 208DR; (Q) 209; (Primary Shaft, Rear) 409; (BB) 308DR; (DD) 409; (EE) 410.

CARY -1918 (H 2-Ton) (A) Bower, 310N; (B) Bower, 309N; (F) Bower, 314NDT.

1920—Tim. Bigs from A K & AA EE on all models (GT 1½-Ton)—(A) 4558-4520; (B) 3360-3320; (D) 6378-6320, (C & H) 477-473, (J) 456-453; (K) 539E-532; (N) 307; (O) 205; (P) 307; (AA) 304; (BB) 307; (DD) 305; (EE) 306.

1920 (J-2½ Ton) (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 308; (O) 205; (P) 208; (AA) 304, (B) 307; (DD) 305; (EE) 306.

1920 (KT.3-1½ Ton) (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6375E-6323; (O) 205; (P) 208DR; (AA) 306; (BB) 357; (CC) 336F-419R; (DD & EE) 339.

1920 (M-5 Ton)—(A) 5550-5520, (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (O) 205; (P) 208DR; (AA) 335; (BB) 435; (CC) 439; (DD & EE) 415.

GEM 1917 (A-4-30)—(D & E) Hy. 26227; (G & H) 16395.

GENERAL MOTORS—1915 (Mod. 21)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Tim. 5530-5521; (G & H) Tim, 477-473; (J & K) SKF 1207A or Tim, 458-453; (O) 205; (P) 305; (Q) SKF, 910; (AA & BB) 308; (DD & EE) 306.

1915-16 (Mod. 15)—(J) 307; (K) 407; (AA) 307.

1915-16 (Mod. 25)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5583-5520; (E) 4365-4320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 344-333; (DD & EE) 319-312.

GENERAL MOTORS—Continued 1915-16 (Mods. 30-40) — Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 357-353; (DD & EE,

(D) & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) SKF. 207A, or Tim, 539C-532 (O) 205; (P) 305; (Q) SKF. 910; (AA & BB) Tim, 357-353 ND 308; (DD & EE) Tim, 339-333 ND 306.

33 ND 206

1915-16 (Mod. 70)—(A) Tim, 4558-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EÉ) Tim, 415-412; Jackshaft 410.

1915-16 (Mod. 100)—(D) Tim, 6550-6521; (E) Tim, 6354-6321; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft, 410.

1916 (Mod. 26)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

319-313.

1916 (Mod. 71)—Tim, Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1916 (Mod. 101)—Tim, Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G ½ H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917 (Mod. 15)—(J) 309; (K) 407; (BB) 308.

1917 (Mod. 16)—(G & H) Hy, 10571; (J) 305; (K) 406; (O) 205; (P) 305; (Q) SKF. 910; (AA) 305; (BB) 308; (DD & EE) 306.

1917 (31 1½-Ton)—Tim. Brgs.; (A) 4750-4720; (B) 3360-3320; (D) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

1917 (71 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4220; (D) 6552-6521; (E) 5755-5720; (G & H) 5765-5720; (J & K) 559C-552; (O) Ann., 1205; (P) Ann., 208; (Q) Ann., 206 SKF. 910; (AA) DR. 307; (BB) ND. 1310; (DD & EE) 415-412 DR. 308.

1918 (21-31-41)—(O) 205; (AA & BB) 308; (DD & EE) 306.

1918 (Mod. 16)—(F) 312; (J) 309, (K) 406. (O) 205; (AA & BB) 308; (DD & EE) 306.

1918 (Mod. 71)—(O) 205; (Q) 208; (AA) 307; (BB) 310; (DD & EE) 308.

1917 (21 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.

1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3720; (BB) DD & EE) 339-333.

1917 (41 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5756-5720; (J & K) 539C-552; (AA) ND. 306; (BB) ND. 308; (DD & EE) 339-333.

339-333.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1918—Tim. Brgs. from A-K on all models (31-1 Ton)—(A) 3750-3720; (B) 3360-3320, (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 205; (AA & BB) 308; (DD & EE) 306 1918 (1½ Ton)—(A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.

456-453.

1918 (40-41R-2 Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1918 (71-3)/2 Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (G & H) 5756-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (Q) 208DR; (AA) 309; (BB) 310; (DD & EE) 308.

1918 (101-5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412.

652-6521; (1 & R) 659-6320; (AA) 11m, 459-4520; (BB) 11m, 459-4520; (BB) 12; (G & H) Hy, 10571; (I) WM. 1271-S; (J) 309DR; (K) 406; (O) 205; (Q) SKF, 910; (AA & BB) 308; (CC) 305DR; (DD & EE) 306; (GG) Oakes C-1161-1124; C-1507-1506; (KK) 5792.

1919-20—Tim Brgs., 1rom A-M on all models (31-41)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (L & M) 539D-532; (N) SKF 207A, (O) 205; (Q) SKF, 910; (AA & BB) 308; (CC) 305DR; (DD & EE) 306; (GG) Oakes C-1161-1124; C-1507-150; (G & H) 5756-5720; (L) 539C-532; (M) 6359-6320; (N) SKF, 1308A; (O) 205; (P) 208DR; (O) SKF, 910; (AA) 309; (BB) 310; (CC) 307DR; (DD & EE) 308; (GG) Oakes C-2802-2785; C-2788-2786, (D) SKF, 1308A; (O) 205; (P) 208DR; (O) SKF, 910; (AA) 309; (BB) 310; (CC) 307DR; (DD & EE) 308; (GG) Oakes C-2802-2785; C-2788-2786, (AA) 309; (BB) 310; (CC) 307DR; (DD & EE) 308; (C) SKF, 910; (AA) 309; (BB) 310; (CC) 307DR; (D) ARES C-2802-2785; C-2788-2786.

CERONIMO—1917-18 (Six A-45)—(D & E) Hy, 16691; (G & H) Hy, 26227. 1919-20 (6-A-45)—(D & E) Hy, 16691; (G & H) Hy, 26227; (CC) Hv, 16950-16820

CERSIX—1919-20 (M)—(A) Bk, 310; (B) Bk, 308; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) 310; (O) 205; (P) 211DR; (AA) Spec.; (BB) 307DR; (DD & EE) 306; (GC) Hy, 29097.

1919 (K)—(C) Spec.; (F) 413; (G & H) 213DR; (I) SKF, 912; (J) 308; (K) 408; (M) SKF, 1718; (N) 310; (O) 205; (P) 211DR, (AA) Spec.; (BB) 307DR; (DD & EE) 306; (GG) Hy, 29097.

29097.)
1920 (K)—(A) Bk, 310; (B) Bk, 303; (C, Spec.; (D) Tim, 6553-6521; (E) 6453-6420; (G & H)
213; (I) SKF, 912; (J) 308; (K) 408; (M) SKF, 1716- (N) 310- 'O) 205; (P) 211DR; (AA)
Spec; (BB) 307DR; (DD & EE) 306; (GG) Hy, 29097.
1920 (L) (A) Bk, 312; (B) Bk, 311; (C) Spec.; (G & H) 210DR; (J) 409; (K, 413DR; (O)
205; (P) 308DR; (AA) 210DR; (BB) 310DR; (DD) 307; (EE) 308; (GG) Hy, 29097

205; (P) 308DR; (AA) 210DR; (BB) 310DR; (DD) 307; (EE) 308; (GG) HV, 29097

GHENT—1918 (6-60)—(D & E) Hy, 16779; (G & H) Hy, 26056.

GIANT—1919 (15-1 Ton)—(CC) Hy, 2798.

1919-20 (15-1 Ton)—(C) Hy, 2798.

1919-20 (15-1 Ton)—(A) 308DR; (B) 307DR; (F) 311DR; (G & H) 215DR; (J) 407; (K) 410DR; (O) 205; (DD & EE) 306.

1919-20 (16-2 Ton)—(A) 310DR; (B) 308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205.

1919-20 (17-3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (C) 205.

410; (O) 205.

GLIDE—1915 (Mod. 30)—(F) 310; (G & H) 0211; (J) 306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (CC) 303 with Cone Clutch, No. 0204 with Plate Clutch; (DD & EE) 305. 1916 (Lt. 6-40)—(D & E) 310; (G & H) 0210; (J) 0306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (DD & EE) 305. 1917 (6-40)—(F) 310; (G & H) 0201; (J) 306; (K) 406; (Q) 205; (BB) 308. GLOBE—1916 (J4 Ton)—(G) Hy, 26219. 1916—12-1½ Ton)—(G) Hy, 26084; (H) Hy, 26089. 1917 (2 Ton), 1918 (C & CC 2 Ton)—(F) Hy, 1670; (G & H) Hy, 26388. 1917-18 (1½-2 Ton)—(F) Hy, 26662; (G & H) Hy, 26388. 1917-18 (1½-2 Ton)—(AA) Hy, 17026; (BB) Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820.

10920. 1919 (A-1, 1 Ton)—Hy. Brgs.; (D & E) 16670; (G & H) 26059; (J & K) 26668; (AA) 17026 (CC & FF) 16820; (DD & EE) 16506; (GG) 29097.

GOLDEN WEST—1918 (Truck)—(AA) Tim, 419-412; (BB) 357-353; (DD & EE) 339-333.

1919 (4)—Tim. Brgs.; (A & D) 759-752; (B & E) 5752-5720; (G & H) 598-592; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (Prop. Shaft, Front and Rear) 463-4520.

1920 (H)—(A & D) 759-752; (B & E) 5752-5720; (G & H) 5757-5720; (Third Differential Main Bearings) 598-592; (Outer) 463-4520; (J) 559-552; (K) 6375E-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

GRAHAM—1920 (A-1½ Ton)—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E 3190-3120; (G & H) 335-3520; (J) 335-3320; (K) 417-412; (GG) Hy, 29097.

CRAMM—1915-16 (Mod. 66) -Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532.

1916 (5 Ton) -Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E, 6354-4321.

1RAMM-BERNSTEIN-1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320, (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.

1915 (3½ Ton)—Tim. Brgs.; (Å) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.

1915 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

1919—(1½ Ton, Bevel or M. & S. Diff.)—(F) Hy, 16670; (G & H) Hy, 26069-26064; (K) Hy, 26668.

1920—21 (15)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (E) 307DR; (G & H) Hy, 16069; (I, Q, FF, GG, KK & LL) Spec.; (J) 307DR; (K) Hy, 26668; (N) 309; (O) 205; (S, AA, BB) 307; (CC & DD) 305; (EE) 306.

1920—21 (20)—(A) Bk, 435; (B) Bk, 316; (F) 312DR; (G & H) 216; (J) 407; (K) 410DR; (O) 205; (P) 208; (EE) 309.

1920—21 (25)—(A) Bk, 455; (B) Bk, 3360; (D & E) Bk, N215; (G & H) Bk, N217; (J & K) Bk, 537; (O) 205, (P) 308RT; (Q) 210RT; (AA) 209 and 310; (BB) 309DR; (CC) 306; (DD) 208; (EE) 309.

1920—21 (35)—(A) Bk, 4312; (B) Bk, N308; (C, FF, KK & LL) Spec.; (D, E, G & H) Bk, 598; (J & K) Bk, 312; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 311; (BB) 311DR; (CC) 406; (DD) 309; (EE) 409.

1920—21 (50)—(A) Bk, N313; (B) Bk, N309; (C, FF, KK & LL) Spec.; (D, E, G & H) Bk, 779; (J & K) Bk, 6360-6323; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 311; (BB) 311DR; (CC) 406; (DD) 309; (EE) 409.

1920—21 (50)—(A) Bk, N313; (B) Bk, N309; (C, FF, KK & LL) Spec.; (D, E, G & H) Bk, 799; (J & K) Bk, 6360-6323; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 311; (BB) 311DR; (CC) 406; (DD) 309; (EE) 409.

1920—21 (60)—(A) Bk, 435; (B) Bk, 316; (D & E) Bk, N212; (G & H) Bk, N215; (J & K) Bk, 539; (O) 205; (P) 208; (Q, FF, GG, KK & LL) Spec; (AA) 209 and 309; (BB) 309DR; (CC) 306; (DD) 209; (EE) 309.

3RANT—1915 (Mod. M)—(A) 0305; (B) 0304, (AA) Hy, 17016; (BB) 0305.

(CC) 306; (DD) 209; (EE) 309.

GRANT—1915 (Mod. M)—(A) 0305; (B) 0304, (AA) Hy, 17016; (BB) 0305.

1915-16 (Moda. T & V)—(D & E) 208; (J) 206; (K) 306; (O) 204; (AA) 208; (BB) 306.

1916-17-18—(D & E)—Bower, 2084; (G & H) Hy, 26216.

2917 (Mod. K)—(D & E) 208; (J) 206; (K) 306; (O) 204; (A) 208; (BB) 306.

2917 (Mod. K)—(D & E) 208; (J) 206; (K) 306; (O) 204; (Q) 204; (AA) 208; (BB) 306.

(Mod. Six C)—(A) Tim, 317-312; (B) Tim, 235-2330; (D & E) 208AX; (G & H) Hy. Radial 26216, (J) SR. 306; (K) DR. 307; (AA) 209; (BB) 306.

1918 (34 Ton)—(D) Tim, 420-413; (E) Tim, 319-313; (CC) Hy, 16950; (GC) Hy, 19107.

1918 (14 Ton)—(D) Tim, 4559-4520; (E) Tim, 3190-3120; (G & H) Tim, 355-3520; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 305; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 3306; (GC) Hy, 19107.

1918 (2 Ton)—(C) Tim, 375-3720; (H) Tim, 3762-3720; (J) Tim, 335-3320; (K) Tim, 4868-4320; (CC) Hy, 16950; (GG) Hy, 19107.

1919 (14 Ton)—(D) Tim, 4559-4520; (E) Tim, 3190-3120; (G & H) Tim, 355-3520; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 308; (BB) 307, (CC) Hy, 16950; (DD) 305; (EE) 306; (FF) Hy, 16820; (GG) Hy, 29097.

1919 (15-16, 2 Ton)—(O) 205; (AA) 308, (BB) 307; (DD) 305; (EE) 306.

(P) 209; (Q, GG) Spec.

1920 (24-3½ Ton)—(GG) Hy, 29097; (Auxiliary Shaft, Front and Rear) Hy, 16005

CRAY (Tractor)—1919—(A & B) Tim, 385-383; (AA) 2-Hy, 17068 & 1-Hy, 17064; (BB)

GRAY (Tractor)—1919—(A & B) Tim, 385-383; (AA) 2-Hy, 17068 & 1-Hy, 17064; (BB) 2-Hy, 17182 & 2-Hy, 17132; (DD & EE) Hy, 17068; (GC) 2 No. 206; (KK) 2 No. 205; (LL) 205.

205.

GREAT EAGLE—1914-15 (10 Pass.)—Thm. Brgs; (A) 419-412; (B) 316-312; (C) 3656Bs 3620, (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (Great Eagle)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

GREAT WESTERN—1915-16 (6-40)—(D & E) Hy, 16779; (G & H) Hv, 26252.

GRINNELL (Electric)—1916—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

-1920-21-(A) 418; (B) 257; (G & H) Bk, N211S, (CC) Hy, 10820; (DD & EE) H. C. S. -19 Hy, 17779.

HACKETT-1917-18-(D & E) Hy, 16018; (G & H) Hy, 26063; (BB) 207; (CC) 305

HAHN—1915-16-17 (C 1-Ton)—Tim. Brgs; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720 (1916 Mod. Cl uses Tim. 456C-454 on L. H. Differential); (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312 1915-16-17 (Mod. E-D 1½-2 Ton)—Tim. Brgs; (A) 4558-4520, (B) 300-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320. (C) 341B-3320; (D) 4552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320

335-3320.

1917 (Mod. F 3½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.

1918 (¾ Ton)—(D) Bower, 308N; (E) 306AL; (Jackshaft) 306AL; (AA) Hy, 27797; (DD& EE) Hy, 28972; (FF) Hy, 26956

1919—Tim. Brgs. on all models (I Ton)—(A) 419-412; (B & E) 3191-3120; (D) 4559-4520; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1919 (2 Ton)—(A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320.

1919 (2 1on)—(A) 4504-452; (B) 5381-5320; (G) 576-5720; (H) 5762-5720; (G) 538-5320; (K) 4368-4320. (D - (A) 419-412; (B) 3191-3120. 1920 (D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA & BB) 357-353; (DD & EE) 339-333. 1920 (E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 5578E-5521; (AA) 337-3320; (BD D & EE) 335-3320. 1920 (F)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5758-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & E) 415-412. 1920 (G)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 6378-6320; (G & H) 477-4732; (J) 456-453; (K) 539E-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. 1920 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (D, G & EE) 415-412.

HAL—1916-17 (Mod. 21)—(O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 304a (DD) Hy. 16497; (EE) Hy, 16497.
1917—(Q) 205; (AA) 210; (BB) 307; (DD) 206; (EE) 306.
1918 (All Mod.)—71m. Brgs. (A) 415-412; (B) 316-312; (D & E) 385-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

HALL—1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-333.

505-505. 1916 (3½ Ton)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE)

335-3320.

1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (C) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB, DD & EE) 335-3320

1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-5*20; (H) 395-3920; (J) 336-3320; (K) 456-4520; (AA & BB) 357-353; (DD & EE) 339-333.

1917-18 (2 Ton)—(AA) Hy, 17026; (BB) Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 337-3320; (BB) 335-3320, (DD & EE) 316-312.

1919 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 5590-5520; (K) 6359-6320; (AA) 419-412; (BB) 357-356; (DD & EE) 339-333.

1919 (5 Ton) —Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-532; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GC) Hy, 29097.

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     HALL—Continued 1
1920 (2 Ton)—(GG) Hy, 29097.
1920 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521.
19(E) 5755-5720, (G & H) 5755-5720; (J) 559-552; (K) 6357E-6320; (AA) 419-412; (BB) 357-353; (DD & EE) 333-333; (GC) Hy, 29097.
1920 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Hy, 29097.
       HALLIDAY-1919-20-(CC) Hy, 16950.
     HAMLIN-HOLMES—1921—(C) (Outer Race) Hy, 33015; (Inner Race Roller) Hy, 02073
(C) 209; (D) Hy, 18295; (E) 305DR; (G) 0210R; (H) 0310R; (O) 202; (AA) 209; (BB) 307DR.
     HANDLEY-KNIGHT—1921 (Mod. A) Tim. Brgs from A-K (A) 415-412A; (B) 2382-2330 (C) 3656B-3620; (D) 458T-454; (C & H) 377-3720; (J) 3196-3120; (K) 439T-432; (O) 205; (Q, R, KK & LL) Spec.; (AA) 308; (BB) 307; (DD) 305; (EE) 306
      HANSON SIX—1920-21 (54,60)—Tim. Brgs. from A-K—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 359S-3520; (J) 2785-2720; (K) 3381-3320; (O & CC) 205; (S) 308; (DD & EE) 305
    HARVARD—1916—(D & E) Hy, 16076; (G & H) Hy, 16076.
1917 (4-20)—(D & E) Hy, 16076; (G & H) Hy, 26269.
   HARROUN —1917—(A) Tim, 257-2530; (B) Tim, 1751-1730; (F) 309; (G & H) Tim, 24 Ann, 0209; (J) Tim, 276-2720; (K) Tim, 3191-3120; Ann, 406; (AA) 207; (BB) 306. 1920 (AA-2)—(O) 205; (A) 207DR; (BB) 305DR.
   1920 (AA-2)—(O) 205; (A) 207DR; (BB) 305DR.

HARVEY—1917 (W-K 3 Ton, H 3½ Ton)—(D & E) Bower, 317NDT; Tim. Brgs.; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917-18 (WKA 5 Ton)—(D & E) Bower, 319NDT.

1918 (2 Ton)—Tim. Brgs.; (AA) 419-412; (BB) 357-353; (DD & EE) 339-333.

1918 (WFA 2½ Ton)—Tim. Brgs.; (AA) 419-412; (BB) 336-3320; (DD & EE) 339-3320.

1918 (WKS, 3½ Ton)—(AA) 439-4320; (BB) Tim, 435-4320; (DD & EE) 141-412.

1920 (W-E-A 1½ Ton)—(A) 310DR; (B) 308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (AA & BB) 307; (DD) 305; (EE) 306.

1920 (W-FA 2½ Ton)—(A) 310DR; (B) 309DR; (F) 314DR; (G & H) 217DR; (J & K) 408; (O) 205.

1920 (W-HA 3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205.
               410: (O) 205
    HASSLER—1917 (Mod. C)—Right Hand Wheel End, Hy, 16080; Left Hand, 16079; (G)
Hy, 16080; (H) Hy, 16079.
Hy, 16080; (H) Hy, 16079.

HATFIELD—1917 (Mod. 6)—(D & E) Bower, 208A.

HAWKEYE—1918 (L-2 Ton)—(F) Hy, 26662; (G & H) Hy, 26388; (K) Hy, 26777.

1917-18—(H & J-1/4 Ton)—(D & E) Bower, 308NDT; (F) Hy, 16670; (G & H) Hy, 26069; (K) Hy, 26668.

1919-26 (K)—(A) Br, 206, (B) Br, 207, (D) Hy, 16670; (E, J, AA & BB) 307; (G & H) Hy, 26069; (I) 234; (K) Hy, 26668, (N) 308; (O) 212; (CC) 304, (DD & EE) 306

1919-20 (M)—(A) Br, 91, (B) Br, 581, (D) Hy, 26662; (E, N) 308; (G & H) Hy, 26057; (I) 53; J) 307; (K) 26777, (O) 205 (Q) 212

HAYNES—1916-17 (6 & 12)—(A) 308; (B) 305, (F) 311, (G & H) 210 WRT; (J) 305; (K) 307, (Q) 205; (AA) 209; (BB) 307; (DD) 305, (EE) 306

1917 (Light C)—(A) 0307, (B) 0306, (F) 309; (G & H) 0209; (J) 0307; (K) 0308; (AA) 208, (BB) 300.

1918-19—(A) Gur, 308D PRT; (B) 305RT; (F) 211R; (G & H) 210 WRT; (J) 305; (K) 307. (J) 307DR; (K) 305DR, (Q) 209 Spec.; (R) Spec., (AA) 209; (BB) 307DR; (CC) Hy, 16953; (DD & EE) 306.

HEBR.—1918-20 (Lincoln 1 14 Ton)—(A) Tun, 435-4320; (B) Tim, 3191-3120
             EBB—1918-20 (Lincoln 1½ Ton)—(A) Tun, 435-4320; (B) Tim, 3191-3120.
918-20 (Washington 2½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (AA) Tim, 419
412; (BB) Tim, 357-353; (DD & EE) Tim, 339-333.
        1918-20
   HENDERSON BROS.—1916 (Mod. C-2)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T 4320; (G & H) 375T-8720; (J & K) 4365-4320; (AA) 277-274; (BB) 339-333.
1916 (Mod. D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-320; (D) 462-4520; (E, 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532, (AA) 277-274; (BB) 339-333.
375-3720; (G) 559C-552 TH) 456C-454; (J & K) 539C-532, (AA) 277-274; (BB) 339-333.

HENDRICKSON—1915-16-17 (D 1-Ton)—Tim. Brgs; (A) 3750-3720, (B) 3360-3320; D) 4553-4520; (E) 3762-3720; (G) 559C-552; (K) 456C-454, (J & K) 539C-532; 1915-16 (1/½, Z Ton)—Tim. Brgs., (A) 4558-4520, (B) 3360-3320, (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520, (B) 4361-4320; (C) 443B-4320, (D) 6552-6521, (E) 5755-5720; (G & H) 5756-5720, (J & K) 559C-552.

1918—Tim. Brgs. from A-K on all models (D-1 Ton)—(A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (GG) Hy, 29097.

1918 (E-2 Ton)—(A) 4555-4520, (B) 3360-3320; (C) 341B-3320, (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (GG) Hy, 29097.

1918 (F-3½ Ton)—(A) 4555-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (GG) Hy, 29097.

1920 (K-2 Ton)—(A) 4558-4520; (B) 3360-3320; (C) 3413-3320; (D & E) 5567-5520; (G & H) 559C-552; (J) 539E-582; (K) 6359-6320.

1920 (J-4 Ton)—(A) 4555-4520; (B) 4361-4320; (C) 4443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & S59-552); (K) 6359-6320.

1920 (K-5 Ton)—(A) 4550-4520; (B) 3551-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (G) (H), 29997.

HERFE BROOKS—1915—(A) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) 4500-4520; (D) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) 4500-4520; (D) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) 4500-4520; (D) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) 4500-4520; (D) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) 4500-4520; (D) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) 4500-4520; (D) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) 4500-4520; (D) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) 4500-4520; (D) Bower, 357T; (B) Bower, 315T; (D) Bower, 315T;
   HERFF BROOKS-1915-(A) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD &
   HIGRADE—1919 (A-17-¾ Ton)—(GG) Hy, 29097.
1920 (A-18, 1 Ton, B-20, 1½ Ton)—(GG) Hy, 29095.
   HOLLIER-1916 (F) 310; (G & H) 0310; Hy, 26226; (J) 0208; (K) 0308; (AA) 208; (DD
  HOLMES—1919 (A) Tim, 415-412A; (B) Tim, 2382-2330; (F) Tim, 458T-454; (G & H) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) 205; (Q) 209; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306; (CC) 235.
1915 (Mod. 45)—(J) 0307; (K) 0407; (C) 0208; (AA) 1212; (BB) 307; (DD & EE) 1306.
1916 (Mod. 34)—(D & E) Hy, 16779; (G & H) Hy, 26056; (J) 0207; (K) 0307; (O) 0305,
         1916 (Mod. 68)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0207; (K) 0407; (O) 0305
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1916 (Mod. 68)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0207; (K) 0407; (O) 0305; (AA) 307.

1914 (Olympic 40)—(D & E) Hy, 16032 & 16792; (G & H) Hy, 26056; (J) ND 0207; (K) ND 0407.

1916 (348)—(A) Bower, 308AL; (B) Bower, 305AL; (D & E) Hy, 16779; (G & H) Hy, 26056 1917 (3-49) = (D & E) Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0407; (O) 205; (E) 307 (Mod. 30)—(T) 308; (U) 309; (AA) 307; (BB) 305; (CC) 306. (Mod. 32)—(J) 205; (K) 305; (AA) 216; (BB) 307. (Mods. 50, 51 & 52)—(AA) 308; (BB) 307. (Mods. 50, 51 & 52)—(AA) 308; (BB) 307. 1918 (all)—(D & E) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 27797; (BB) Hy, 27899; (DD & EE) Hy, 26972; (FF) Hy, 26956. 1920 (All Mod.)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) B277-27; (B339-333).
HORNER—1913-14-15-16 (1 Ton) —Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320 (G & H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE) 339-333 1913-14-15-15 (1½, 2 Ton) —Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE) 339-333 1915 (5 Ton) —Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (C) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 3762-3720; (AA) 439-4320; (BB) 437-4320; (DD & EE) 415-412.

1916(3 Ton) —Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5329; (C) 5354-5320; (D) 6457-6321, (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K5354) 3520.
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1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520.

1917 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363.

1917 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (G & H) 3762-3720; (J & K) 3362-3320; (AA) 337-3329; (BB, DD & EE) 335-3320.

1917 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 337-3320; (DD & EE) 335-3320.
      (E) 5/36-3/20; (C & H) 5/96-3/20; (J & K) 539C-532; (AA & BB) 337-3320; (DD & EE) 335-3320.

1917 (1½ & Z Ton)—Tim. Brgs.; (AA & BB) 337-3320; (DD & EE) 335-3320; (D & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.

1917 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5351-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 337-3320; (DD & EE) 335-3320.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 454-4520; (AA) 439-4320; (BB) 335-3320; (DD & EE) 415-412.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE) 415-412.

1917 (G 1-Ton)—Tim. Brgs.; (A) 3750-3720, (B) 3350-3120; (D) 4553-4520, (E) 3762-3720; (C) 5550-552; (J & K) 539C-532; (AA) 373-3320; (BB, DD & EE) 335-3320.

1917 (G 1½, 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 337-3320; (DD & E) 335-3320.

1917 (G 1½, 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 337-3320; (DD & E) 335-3320.

1917 (G 1½, 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 335-3320.
            HOWARD CO., A.—1917—(K) 307; (Q) 205; (AA & BB) 307; (CC) 304; (DD & EE) 305.
 HUDSON—1915 (54 6-Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3657B-3620; (D & E) 375-3720; (G) 375T-3720; (H) 455-453; (J) 375-3720; (K) 4367-4320; (AA Ann, 211; (BB) Ann, 308; (DD & EE) 306.

1955-16 (G-6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (E) 375-3720; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) Bower, 210; Hy, 17026; (BB) Bower, 307; Hy, 16684; (DD) Hy, 16506; (EE) Bower, N305; Hy, 16506; (FF) Hy, 16820.

1917 (Super 6-H)—(A) Tim, 337-3320 or 3381-3320; (B) Tim, 236-2330 or 2883-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (AA) Hy, 17026; (BB) Hy, 16684; (DD) Hy, 16506; (EE) Hy, 16506; (FF) Hy, 16820.

1918 (Super 6-J & 4-J)—(A) Tim, 415-412; (B) Tim, 2382-2330; (D) ET Tim, 375T-3720; (J) Tim, 255-2530, (K) Tim, 417-412; (AA) Hy, 17026; (BB) Hy, 16684; (DD) Hy, 16506; (FF) Hy, 16820.

1919—Tim. Brgs. from A-K; (A) 415-4124; (B) 2382-2330; (D) 458T-454; (G & H) 875T; (J) 317-312; (K) 439T-432; (AA) Hy, 17026; (BB) Hy, 16684; (CC, FF) Hy, 16820; (DD & EE) Hy, 16506; (Generator Hy, 620002.

1920—Tim. Brgs. from A-K; (A) 415-412A; (B) 315-312; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) Hy, 47026; (BB) Hy, 46684; (CC & FF) Hy, 16820; (DD & EE) Hy, 16506; (Generator Hy, 620002.

HUFFMAN -1918 (2 Ton) -Tim. Brgs. from A-K. (A) 435-4320, (B) 3191-3120; (D) 4559-
     HUFFMAN -1918 (2 Ton) -Thm Brgs from A-K. (A) 435-4320, (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G) 375-3720; (H) 3762-3720; (J) 335-3320, (K) 4368-4320, 1920-21 (B, C-1\dagger Tom)-Tim Brgs from A-K; (A) 435-4320; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120, (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305, (EE) 306
1920-21 (6) -(A) Br, 366TXL; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy.
      HUPMOBILE-1915 ("H T")-(G & H) Hy, 26991; (BB) Hy, 16995; (DD) Hy, 16998; (EE)
        HUPMOBILE—1915 ("H T")—(G & M) Hy, 2099; (BB) Hy, 10995; (DD) Hy, 10995; (EE) Hy, 16994.

1916-17 (Mod. N)—(A) Tim, 277-274; (B) Tim, 237-233; (F) 310; (G & H) 0210; (J) 1306; (K) 1406; (AA) 0211 (on wire wheels use Tim, 318-314 on Front Axle); (DD) Hy, 16993; (EE) Hy, 16994.

(Mod. H-HA)—(AA) 305; (DD & EE) Hy, 16993 & 16994; (GG) ND 03.

(Mod. N-K)—(A) 305; (B) 208, (F) Mod. K210D Mod. N310RT; (G & H) 210WS; (J) 306D. (%) 400RT; (Q) 213HS; (AA & BB, 213; (DD) Hy, 16993; (EE) Hy, 16994.

1917—(F) 0308; (G & H) 0215; (K) 407; (DD) Hy, 16993; (EE) Hy, 16994.

1918-19 (Mod. R)—(D & E) Hy, 16901; (C & H) Hy, 26401; (J) 316; (K) 334.

1920—(D & E) Hy, 46619; (G & H) 49, 26401; (J) 316; (K) 334; (DD & EE) Hy, 26972.
      HURLBURT-1917 (11/2 Ton)-Tim. Brgs.; (AA) 337-3330; (BB) 335-3320; (DD & EE)
               1917 (2, 3½ X 5 Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-412.
1917 (W. F. 2, 7-Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.
1920 (2, 5-Ton)—(GG) Hy, 29097.
      IMPERIAL—1915 (Mod. 34)—(D & E) Hy, 16792; (G & H) Hy, 26056; (J) 0207; (K) 307; (AA) 208; (BB) 207; (DD & EE) 305.
1916 (AII)—(D & E) Hy, 16779; (G & H) Hy, 26252.
 1916 (All)—(D & E) Hy, 16779; (G & H) Hy, 26252.

INDEPENDENT—1919 (F-1 Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (J) 307DR; (K) 407; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
1919 (E-1 ½ Ton)—(J) 306DR; (K) 406; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.
1919 (A-2 Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (G) Hy, 26084; (H) Hy, 26085; (J) 307DR; (K) 407; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
1919 (H-4 Ton)—(A) Tim, 4553-4520; (B) 4305-4320
1920 (H-Q)—(A) Tim, 4554; (B) Tim, 3360; (G & H) 217DR; (J & K) 408; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.
1920 (F)—(A) 435; (B) Tim, 3101; (GG) Hy, 29097.
1920 (K)—(A) Tim, 4553; (B) Tim, 4365.
1920 (H) Ton)—(H) 208DR; (J) 308DR; (K) 406; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.
1920 (2 Ton)—(J) 307DR; (K) 407; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.
305; (EE) 306.

1920 (2 Ton)—(J) 307DR; (K) 407; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1NDIANA—1914-15 (B 1½-Ton)—(A) 310; (B) 309; (D) 311; (E) 310; (G & H) 212; (O) 205, (AA) Hy, 27794, (BB) Hy, 26733, (DD & EE) Hy, 16516.

1914-15 (F 3-Ton)—(A) 312; (B) 311; (D) 313; (E) 312; (G & H) 212; (AA) Hy, 27789; (BB) Hy, 26789; (DD & EE) Hy, 16748.

1914-15 (K 5-Ton)—(A) 315; (B) 314; (D) 316; (E) 315; (G & H) 212; (O) 205.

1916 (Mod. S)—(A) 308; (B) 307; (D) 212; (E) 211; (G & H) 211; (J) 207; (O) 205.

1916-17 (L 5-Ton)—(A) 315; (B) 314; (F) 319; (G & H) 219; (J) 409; (K) 410; (AA) Hy, 57789; (BB) Hy, 57896; (DD & EE) Hy, 16748.

1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (A) 207; (DD & EE) Hy, 26973; (DD & EE) Hy, 26972; (M) 3107D.

1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (AA) 207; Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 26972; (M) 3107D.

1917 (Mod. R) 3½-Ton)—(A) 312; (B) 311; (E) 317; (G & H) 219; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) 207; (BB) Hy, 26557; (DD & EE) Hy, 16698; (I) SKF, 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) 4Hy, 57896; (DD & EE) Hy, 16698; (I) SKF, 918; (J) 409; (K) 410; (M) 310D; (O) 205; (AA) 4Hy, 57896; (DD & EE) Hy, 16748.

1917 (Mod. T 1-Ton)—(A) 308; (B) 307; (E) 311; (F) 311; (G & H) 0211; (J) 307; (K) 408; (O) 205; (AA) Hy, 27797; (DD & EE) Hy, 26972.

1917 (Mod. T 1-Ton)—(A) 308; (B) 307; (E) 311; (F) 311; (G & H) 0211; (J) 307; (K) 408; (O) 205; (AA) Hy, 27797; (DD & EE) Hy, 16972; (FF) Hy, 26956.

1918 (Mod. D 2-Ton)—(A) 310; (B) 308; (F) 314; (G & H) 217; (J & K) 408; (M) 3110D; (O) 205; (AA) Hy, 17797; (BB) Hy, 17899; (DD & EE) Hy, 16972; (FF) Hy, 26956.

1918 (Mod. D 2-Ton)—(A) 310; (B) 308; (F) 312; (G & H) 216; (I) SKF, 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (O) 308; (AA & BB) Tim, 357; (DD & EE) Tim, 317; (G & H) 218; (I) SKF, 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (O) 308; (AA & BB) Tim, 337; (DD & EE) Tim, 319-313.

1918 (Mod. L 5-Ton)—(A) 310; (B) 305; (F) 312; (G &
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INDIANA—Continued

1919 (20-2 Ton)—(A) 310DR; (B) 309DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (Clutch Housing, Rear) 308.

1919-20-21 (35-3)-/3 Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409, (K) 410; (O) 205; (Clutch Housing, Rear) 308.

1919 (50-5 Ton)—(A) 312DR; (B) 311DR; (F) 319DR; (G & H) 219DR; (J) 409; (K) 410; (O) 205; (Clutch Housing, Rear) 308.

1920-21 (12-1)-/2 Ton)—(A) Bk, N308DR; (B) Bk, N307DR; (F) 311DR; (G & H) 215DR; (J) 407; (K) 410DR; (O) 205; (Clutch Housing, Rear) 308; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

1920-21 (20-2 Ton)—(A) Bk, N310DR; (B) Bk, N308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (Clutch Housing, Rear) 308.

1920-21 (25-2/2 Ton)—(A) Bk, N310DR; (B) Bk, N308DR; (F) 314DR; (G & H) 217DR; (O) 205; (Clutch Housing, Rear) 308.

1920-21 (50-5 Ton)—(A) Bk, 312DR; (B) Bk, 311DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (Clutch Housing, Rear) 308; (HH) Hy, 27095.

INTERNATIONAL HARVESTER—1915-16 (N. E. 1,500 lbs.)—Tim Brgs.; (A) 2760-2720; (B) 2150-2120; (D) 3554-3520; (E) 3166-3120.

1916-17 (1,500-2,000 lbs.)—Tim. Brgs.; (A) 419-412; (B) 317-312; (D) Bower, 309N; Hy, 16667; (E) Bower, 306N; Hy, 16667; (Jackshaft) Bower, 306NDT; (G & H) Hy, 16667; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917-18-19 (K-1)-/2, G-2 Ton)—(D & E) Hy, 16667; (G & H) Hy, 16667.

1918-19 (H-4/4, F-1 Ton)—(D & E) Hy, 16667; (G & H) Hy, 16667.

1919 (3½ Ton)—(D) Hy, 56756; (E) Hy, 47893; (G & H) Hy, 27884.

INTERNATIONAL (Truck)—1914 (S 2nd Ser.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-JONES—1916-17-18 (6)—(D & E) Hy, 16691; (G & H) Hy, 26062; (AA) Hy, 27797; (BB)—Hy, 27899; (DD & EE) 26972; (FF) Hy, 26956.

1918 (1 Ton)—(H) Hy, 26219; (AA) Hy, 27791; (DD) Hy, 17014; (EE) 16506.

1918 (2 Ton)—(G) Hy, 26084; (H) Hy, 26085; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16561.

1919 (1 Ton)—(G) Hy, 26219; (AA) Hy, 27797.

1920 (2550 F, R)—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, N210; (K) Bk, 3191-3110; (J) Bk, N308.

1920 (3070-F-R)—(A) Bk, N308; (B) Bk, 316-31; (D & E) Bk, N209; (G & H) Bk, N210; (K) Bk, N307; (J) Bk, 537-53 (R) BK, N307; (J) BK, 537-53

JORDAN —1917 (Mod. B) — Tim. Brgs.; (A) 337-3320; (B) 238-2330; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-413; (O) ND, 1205; (BB) ND, 1307.

1918 (C) — Tim. Brgs. from A-K—(A) 415-412; (B) 2382-2330; (D) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) 205; (AA) 208DR.
1919 (F) — Tim. Brgs. from A-K—(A) 415-412A; (B) 2382-2330; (F) 458T-454; (G & H) 377-3720; (J) 3196-312; (K) 439T-432; (O) 205; (P) 308; (Q) 210; (AA) 208DR; (BB) 307; (DD & EE) 305; (KK & LL) Spec.

1920 (F) — Tim. Brgs. from A-K—(A) 415-412A; (B) 2382-2330; (F) 458T-454; (G & H) 377-3720; (J) 3196-312; (K) 439T-432; (O) 205; (P) 308; (Q), AA) 210; (BB) 307; (DD & EE) 305; (KK & LL) Spec.

1920 (M) — Tim. Brgs. from A-K—(A) 317-312; (B) 2687-2620; (F) 415T-412A; (G & H) 3598-3520; (J) 2785-2720; (K) 3381-3320; (O) 205; (P, Q & AA) 210; (BB) 307; (KK & LL) Spec. KALAMAZOO—1920-21 (G)—(A) Tim, 3762-3720; (B) 3360-3320; (F) B. 311DR; (G & H) 213; (J) 407; (M) 5407DR; (O) 205; (F) 208; (Q) 620 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C-2785.

1920-21 (H)—(A) SRB. N310; (B) SRB. N308; (F) 3141; (G & H) 217; (J) 408; (M) 408-3107D; (O) 205; (F) 208; (Q) 620 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785.

1920-21 (K)—(A) N312; (B) N311; (F) 317; (G) 219; (I) 918; (J) 409; (M) 410-3110D; (O) 205; (P) 208; (Q) 620 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785. INTERNATIONAL (Truck)—1914 (S 2nd Ser.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320.

1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4320; (E) 4361-4320

1914 (1 3/2, 2 Ton)—Tim. Brgs.; (A) 5557-5520; (B) 4367-4320, (D) 6552-652; (E) 6354-6321.

1915 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 3654-6321.

1915 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 559C-552.

1916 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520. (G & H) 559C-552; (J & K) 539C-532.

1916 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720, (B) 3360-3320; (C) 341B-3320, (D & E) 4553-4520; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 37-3320; (BB, DD & EE) 235-3320. KANKAKEE—1919-20 (E, P)—(A) Tim, 4554; (B) Tim, 3360; (D) Br, S-20; (E) Br, S-19; (G) Hy, TR, 34; (H) Hy, Tr-38; (J) Hy, 3-D-TR; (K) Hy, TR-8; (N) 307; (O) 205; (P) 211, (Q) 3806; (S & AA) 4001; (BB) 307; (DD & EE) 17782; (GC) C1161; (K) BA-48. 335-3320. (D & E) 5553-5520; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (C & H) 550C-532; (AA) 337-3320; (BB) 335-3320, (DD & EE) 316-312. [1916 (AB 1):4-Ton Chain)—Tim. Brgs.; (A & D) 4558-4520; (B) 3360-3320; (C) 341-3320; (E) 4361-4320; (G & H) 395-3920; (J) 3752-2720; (K) 3554-3520; (AA, BB, DD & EE) 335-3320; (GG) 1550-1530. [1916 (AC 3):4-Ton)—Tim. Brgs.; (A) 5556-5520; (B & E) 5355-5320; (D) 6356-6321; (G & H) 5557-5520; (J) 3360-3320; (K) 3362-3320; (AA) 455-4520; (BB) 539-532, (DD & EE) 5355-5320 KEARNS—1918 (D ½ Ton)—(D & E) Bower, 208A. 1920 (H ¾, N, ½ Ton)—(CC) Hy, 16950. KEELAND ELEC. TRUCK-1919 (A, B)-Tim, Brgs.; (A & D) 3750-3720; (B & E) 3350-1919 (D)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (Sprocket Shaft) 375-3720 KELLY-SPRINGFIELD—1915 (O-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5640; (Q) 6550-6521; (E) 635a-6321; (G & H) 3955-3920. (K 36)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443-420; (E) Bower, 316N; (G & H) Tim, 5756-5720; (J & K) Tim, 559-552; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26567; (BB) Hy, 26697; (CC) K-128 Covert; (DD & EE) Hy, 16698; (GG) 820 & 2360 SKF. (K 40 & 45)—(A) Tim, 5550-5520; (B) Tim, 5351-5620, (C) Fen-31 Std. Roller; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (G & H) Tim, 3955-3920; (J) Tim, 4364-4320; (N) Hy, 16979; (AA) Hy, 57889; (BB) Hy, 57896; (CC) K-128 Covert; (DD & EE) Hy, 16748; (FF) K-1064 Covert. 1916 (AC 5½-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & J) 5557-5520; (K) 3360-3320; (AA) 455-4520; (BB) 539-523; (DD & EE) 330³-350. **1317** (**AB 1-Ton Chain**)—Tim. Brgs.; (**A**) 3750-3720; (**B**) 3360-3320; (**D**) 4558-4520; (**E**) 4361-432; (**G & H**) 395-3920; (**J**) 2753-2720; (**K**) 3554-3520; (**AA**) 327-3320; (**BB**, **DD & EE**) (GC) 1550-1530. 16979: (AA) Hy, 57889; (BB) Hy, 57896; (CC) K-128 Covert; (DD & EE) Hy, 16748; (FF) K-106A Covert.

(K 50 & 60)—(A) Tim, 5550-5520; (G) Tim, 5311-5320; (C) Fen-31 Std. Roller; (D) Tim, 655n-6521; (E) Tim, 6359-63210 (G & H) Tim, 3955-3920; (J) Tim, 4354-5320; (N) Dr Shaft Hy, 18979; (AA) Hy, 56493; (BB) Hy, 56687; (CC) F-128 Covert; (DD & EE) Hy, 16686; (FF) F-106-A Covert.

1916-17-18 (K-31 1½ Ton)—(A) Bower, 5351T; (B) Bower, 3360T; (D) Bower, 3958T; (E) Bower, 3556T; (G & H) Hy, 26056; Hoist Brg., Hy, 16698.

1917-18 (K-32 1½ Ton)—(F) Bower, 316NDT.

1917-18 (K-32 1½ Ton)—(B) Bower, 316NDT.

1920-21 (K31, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (D) Br, 3958T; (E) Br, 3556T; (G, H & Jackshaft, Inner and Outer) Hy, 26056; (M & N) Hy, 26827; (AA) Hy, 26733; (BB) Hy, 27794; (CC) Covert; G1-128; (DD & EE) Hy, 16516; (GG) 205-303.

1920-21 (K32, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H and Jackshaft, Inner and Outer) Tim, 6453-6420, (L & M) Tim, 539-532; (N) Hy, 26827; (AA) Hy, 26733; (BB) 27794; (CC) Covert G1-128, (DD & EE) Hy, 16516; (GG) 205-303.

1920-21 (K32, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H & Jackshaft, Inner and Outer) 216DR; (L) 407; (M) 410DR; (N) Hy, 26827; (AA) Hy, 26733; (BB) 1212; (CC) Covert G1-128, (DD & EE) Hy, 16516; (GG) 205-308.

1920-21 (K34, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H X Jackshaft, Inner X Outer) 216DR; (L) 407; (M) 410DR; (N) Hy, 26827; (O) 206; (AA, DD & EE) 308; (BB) 212; (CC) Covert G1-128; (GG) 205-303.

1920-21 (K34, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H X Jackshaft, Inner and Outer) Tim, 6453-6420; (L & R) Tim, 539-532; (D) 205; (AA, DD & EE) 308; (BB) 212; (CC) Covert G1-128; (GG) 205-303.

1920-21 (K34, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H X Jackshaft, Inner and Outer) Tim, 6453-6420; (L & R) Tim, 539-532; (D) 205; (AA, DD & EE) 308; (BB) 212; (CC) Covert G1-128; (GG) 205-303. 1917 (AB 1½-Ton)—Tim. Brgs; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559-552; (J) 235-2330; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 5553-5520; (G & H) 559-552; (J) 235-2330; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.

1917 (AC 5)4, 734 Ton)—Tim, Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & X) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532, (DD & EE) 5355-5320; (GG) 1550-1530.

1918 (A, B, 1 Ton)—Tim, Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454, (J & K) 539C-532; (AA) 337-3320, (BB, DD & EE) 325-2320; (C) 559C-552; (H) 456C-454, (J & K) 539C-532; (AA) 337-3320, (BB, DD & EE) 3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320, (BB, DD & EE) 335-3320.

1918 (A, B, 1)/2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (C & H) 559C-552; (J & K) 539C-532; (O) 305; (Q) 209RT; (AA) 337-3320; (BB, DD & EE) 335-3320; (GC) 550-530.

1918 (A, C, 3)/2 Ton)—Tim. Brgs.; (A) 5556-5520; (B, E, DD & EE) 5355-5320; (D) 6356-6321; (G, H, & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (GG) 550-530; (Generator) 235-2330.

1918 (A, C, 5)/2, 7/2 Ton)—Tim. Brgs.; (A) 6356-6321; (B, DD & EE) 5355-5320; (D) 6556-6521; (E) 6354-6321; (G, H & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (GG) 550-530.

1918 (A, C, 5)/2, 7/2 Ton)—Tim. Brgs.; (A) 6356-6321; (B, DD & EE) 5355-5320; (D) 6556-6521; (E) 6354-6321; (G, H & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (GG) 550-530.

1920 (A, B, 1)/4; (2)/4 Ton Worm Drive)—Tim. Brgs.; (A) 4.550-4520; (B) 3556-3520; (D & E) 5557-5520; (G & H) 559-552, (J) 539E-532; (K) 5578E-5521; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (A, B, 1)/4; (Ton Chain Drive)—Tim. Brgs.; (A & D) 4550-4520; (B) 3556-3520; (E) 4361-4320; (G & H) 395-3920; (J) 2755-2720; (K) 4364-4320; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (AB, 1)/4, 2, 21/4 Ton Dual Reduction)—Tim. Brgs.; (A) 4550-4520; (B) 3556-3520; (D) 550-5520; (E) 335-5320; (G & H) 395-3920; (J) 2755-2720; (K) 4364-4320; (Motor Cross Shaft, R. & L. Hand) 4553-4520; (G & H) 5557-5520; (J) 3951-3920, (K & Reduction Shaft, R. & L. Hand) 4553-4520; (G & H) 5557-5520; (J) 3951-3920, (K) 3360-3320; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (AB, 1)/4, 2, 21/4 Ton Chain Drive)—Tim. Brgs.; (A & D) 6356-6321; (B, E, DD & EE) 5355-5320; (D & E) 539-632; (B) 539-632; (B) 539-632; (B) 550-1530.

1920 (AC, 3)/4 Ton Chain Drive)—Tim. Brgs.; (A & D) 6356-6321; (B, E, DD & EE) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & J) 5557-205-303 1920-21 (K36-2½ Ton)—(A) Tim, 4550-4520; (B) 4361-4320; (C) 443-4320; (F) Br, 316N (G, H & Jackshaft, Inner and Outer) Tim, 5756-5720; (L & M) Tim, 559-552; (N) Hy, 16969; (AA) Hy, 26697; (BB) Hy, 26557; (CC) Covert K128; (DD & EE) Hy, 6698; (GG) (G, H & Jackshaft, Inner and Outer) Tim, 5786-5720; (L & M) Tim, 559-552; (N) Hy 16899; (AA) Hy, 26597; (BB) Hy, 26557; (CC) Covert K128; (DD & EE) Hy, 6998; (GG) 205-303.

1920-21 (Ka36, 2½ Ton)—(A) Tim, 4550-4520; (B) 4361-4320; (C) 443-4320; (F) 314DR; (G, H & Jackshaft, Inner and Outer) 217DR; (M & N) Hy, 16999; (AA, DD & EE) Hy, 26557; (BB) Hy, 26577; (CC) Covert, K-128; (GG) 205-303.

1920-21 (Ka38, 2½ Ton)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (F) 314DR; (G, H & Jackshaft, Inner and Outer) 217DR; (I. & M) 408; (O) 205; (AA) 209; (BB) 212; (CC) Covert, GI¾128; (DD & EE) 308; (GG) 205-303.

1920-21 (K38, 2½ Ton)—(A) Tim, 5550-4520; (B) Tim, 4361-4320; (F) Br, 316N; (G, H & Jackshaft, Inner and Outer) Tim, 5756-5720; (L) 559-552; (AA) 309; (BB) 212; (CC) Covert GI-128; (DD & EE) 308; (GG) 205-303.

1920-21 (K40, 3½ Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6356-6361; (E) 5535-5320; (C, H & Jackshaft, Inner and Outer) Tim, 3955-3920; (M & N) Hy, 16979; (AA) H\$, 57896; (BB) Hy, 57789; (DD & EE) Hy, 16748.

1920-21 (K41, 3½ Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Hy, 17897; (E) 410DR; (G, H & Jackshaft, Inner and Outer) SKF, 53E or Hy, 26840; (J) Hy, 26669; (K) 310DR; (O) 205; (AA) 311DR; (BB) Hy, 57789; (CC) Hy, 26965; (DD) 17074; (EE) Hy, 16426.

1920-21 (K42, 3½ Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (F, G, H & Jackshaft, Inner and Outer) Bk, 598; (L & M) Bk, N312; (AA) 311DR; (BB) Hy, 57789; (CC) H\$, 26965; (DD) Hy, 17074; (EE) Hy, 16426.

1920-21 (K42, 3½ Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6361-6356; (E) Tim, 5355-5320; (G, H & Jackshaft, Inner and Outer) Tim, 3955-3920; (M & N) Hy, 16979; (AA) Hy, 57896; (BB) Hy, 57781; (CC) Covert K128; (DD & EE) Hy, 16788.

1920-21 (K45, 4 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6550-6521; (E) Tim, 6359-6321; (G, H & Jackshaft, Inner and Outer) Tim, 3955-3920; (M) Hy, 16698; (N) Hy, 16979; (AA) 56887; (BB) 56495; (CC) F128; (DD & EE) Hy, 16688.

1920-21 (K60, 6 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D INTERSTATE—1915-16 (Mod. T-TR)—(D & E) Hy, 16779; (G & H) Hy, 26252; (I) Hy 16352; (AA) SR 206; Hy, 26518; (BB) SR 307; (DD & EE) 206. Hy, 26518; (BB) SR 307; (DD & EE) 206. Hy, 26518. 1918 (T Series)—(D & E) Hy, 16779; (G & H) Hy, 26252; (AA) Hy, 26518. 1917-18 (850 lbs. Del.)—(D & E) Hy, 16779; (G & H) Hy, 26252; (AA) Hy, 26518. 1916-17 (BB) 307; (DD & EE) 206. JACKSON-1914-15 (43-48)-(D) 310; (E) 210; (J) 0207; (K) 30407; (O) 0305; (AA) 2126 (BB) 307. 1914—(F) 312; (C & H) 212; (J) 311; (K) 308. 1920-21 (6-38)—(A) Br, 336-TXL; (B) Br, 236-TX; (F) 310DR; (C & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883. JACKSON (Truck)—1920 (4-WD)—(A, B, D & E) Tim, 749-742; (G & H) Tim, 366-363 (CC) Hy, 27988.

(CC) Hy, 27988.

JEFFREY—1914-15 (Four-93)—(D) 309; (E) 209; (G & H) ND. 0211; (J) 0208; (K) 0308; (AA) 210; (BB) 208; (DD & EE) 306

1915-16 (Chesterfield 6-22)—(D) 309; (E) 209; (G & H) 309, ND. 0309; (J) 306; (K) 1307; (M) 2107; (O) Hy, 16828; (AA) 210; (BB) 208; (CC) Hy, (DD & EE) 306; (GC) 203, (6-48 No. 23)—(D) 309; (E) 209; (G & H) 309; (J) 407; (K) 405; (O) Hy, 16987; (U) ND. 305; (AA) 210; (BB) 208; (DD & EE) 306; (GG) ND. 03; (HH) 205.

1916-17 (4-72)—(O) 205.

1916-17 (462, 472, 661, 671)—(O) 205; (Q) Brg. Co. of Amer., 776A; (GG) 302.

JEFFERY QYAD—1915 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 43619 4320; (C) 443-4320; (J) 355-3520; (K) 315-312.

1916-17 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (G) 462-4520; (H) 397-393; (J) 357-353; (K) 420-414.

1916-17 (Quad 3-Ton)—Tim. Brgs.; (A & D) 6355-6320; (B & E) 5355-5320; (C) 5354-5320; (G & H) 462-4522; (J) 419-412; (K) 3196-3120.

124 KIMBALL—1919-20-21 (Å, 1½, AB 2 Ton)—(A) Bk, 310; (B) Bk, 308; (C) A-392; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (P) 208DR; (Q) Gar. 209; (AA) Tim. 337-3320; (BB) Tim, 339-333; (CC) 306; (DD & EE) Tim, 319-313; (GG) Hy, 27097, (KK & LL) Spec.

1919 (B 2 Ton)—(A) Bk, 309; (B) Bk, 308; (C) A-392; (F) 314DR; (G & H) 217DR; (J & K) 408; (M) 3107-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim, 337-3320; (BB) Tim, 339-333; (CC) 306; (DD & EE) Tim, 319-313; (GG) Hy, 27097; (KK & LL) Spec.

1919-20-21 (C2½, AC2½, K2, AK3 Ton)—(A) Bk, 310; (B) Bk, 309; (C) A-392; (F) 314DR, (G & H) 217DR0 (J & K) 408; (M) 3107-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim, 336-3320 and 419-3520; (BB) Tim, 357-353; (CC) 306; (DD & EE) Tim, 339-333; (GG) Hy, 27097; (KK & LL) Spec. 336-3320 and 419-3520; (BB) Tim, 357-353; (CC) 306; (DD & EE) Tim, 339-333; (GG) Hy, 27097; (KK & LL) Spec.

1919-20-21 (E4, AE4 Ton)—(A) Bk, 312; (B) Bk, 311; (C) A-415; (F) 317DR; (G & H) 219-918; (J) 409; (K) 410; (M) 3110-D or 1718-D; (O) 205; (P) 208DR; (Q) Gur. 209, (AA) Tim, 439-4320; (BB) Tim, 435-4320; (CC) 335; (DD & EE) Tim, 415-412; (GG) Hy, 27097; (KK & LL) Spec.

1919-20-21 (F5, AF5 Ton)—(A) Bk, 312; (B) Bk, 311; (C) A-415; (F) 319DR; (G & H) 219-918; (J) 409; (K) 410; (M) 3110-D or 1718-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim, 439-4320; (BB) 435-4320, (CC) 335; (DD & EE) 415-412; (GG) Hy, 27097; (KK & LL) Spec. KING—1915 (Mod. C)—(A) Book, 418; (B) Book, 235; (D, E & F) 310; (G & H) ND, 0210 (J) ND0306; (K) ND 0406; (O) 205; (AA) Hy, 17024; (BB) Hy, 15562; (DD & EE) Hy (J) N 16506 16506.
(Mod. B)—(A) Bock, 418; (B) Bock, 235; (D & E) 310; (K) DR. 407; (O) 205; (AA) Hy, 17024; SR 308; (BB) Hy, 16562, SR 307; (CC) 304; (DD & EE) Hy, 16506.

1915-16 (Mod. D)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) ND. 0210; Gurney, 210W; (J) ND 0306; (K) 406; (O) 205; (AA) Hy, 17024; (BB) Hy, 16562; (DD & EE) Hy, 16506.

1916-17 (Mod. E)—(A) Bock, 418; (B) Bock, 235; (D & E) 310RT; (G & H) 210RT; (J) DR 206; (K) 406 Padel (O) 1205; (AA) Hy, 17024; (BB) Hy, 16506. BE) Hy, 16500.

1916-17 (Mod. E)—(A) Bock, 418; (B) Bock, 235; (D & E) 310RT; (G & H) 210RT; (J) DR 306; (K) 406 Radial; (O) 1205; (AA) Hy, 17024; (BB) Hy, 16684; (GG) 445 & 492.

1918-19 (Mod. F)—(AA) Hy, 17924.

1919 (G)—(A) Bk, 418; (B) Bk, 235; (D, E, G & H) Bk, 375; (J) Bk, 335; (K) Bk, 449; 1920-21 (H, J)—(A) Bk, 418; (B) Bk, 235; (D, E, I) Bk, 375; (J) Bk, 335; (K) 449; (AA) Hy 16828; (BB) 407; (CC) 205 Ann. 16828; (BB) 407; (CC) 205 Ann.

KISSEL—1913-15 (L-D13, H13-14, 6-42 & 4-36) (A) Tim, 2760-2720; (B) Tim, 2650-2620; (D & E) Tim, 3762-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (N) 307; (O) 205; 205; (AA) 306; (CC) 307.

1915—(O) 205; (AA) 211; (BB) 307.

1916 (14) Ton) Tim. Brgs; (A) 3750-3720; (B) 3360-3320; (D & E) 4553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (4-36, 6-42, 4-30)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D & E) Tim, 375-3720; (G & H) Tim, 3757-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (O) 205; (AA) 210; (BB) 307; (DD & EE) Hy, 17799.

1917 (½ Ton, 100 Point Six-42)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D & E) Tim, 375-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (N) 307; (O) 205; (AA) 210; (BB & CC) 307.

1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520, (G & H) 559-552; (J & K) 539-532.

1917-18 (1½ Ton)—(A) Bower, 308; (B) Bower, 307; (DD & EE) Hy, 17799.

1917-18 (6-42-Double 6)—(DD & EE) Hy, 17799.

1919-20-21 (G.U.)—(A) Bk, N308; (B) Bk, N307.

1919-20-21 (H.D.)—(A) Bk, N312, (B) Bk, N311

#ILIBER—1916 (1 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 341B-(C) 341B-3320; (D) 3 1917 (Mod. A) - Tim. Bigs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320, (D & E) 5553 5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 33320;

1917 (Mod. A) — Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320, (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320; (Mod. AA) — Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320, (D) 6552-6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA) 439-4320; (BB) 440-4820; (DD & EE) 415-412.

1917 (Mod. C) — Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5550-5520; (G & H) 477-473; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1919 (1 Ton) — Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 205; (BB) 277; (CC) 235; (DD & EE) 306-303; (GG) Hy, R.H. 2909-1919; (1 J & K) 456-453; (O) 204; (P) 307; (Q) 209DR; (AA) 336-3320; (BB) 419-412; (CC) 306; (DD & EE) 339-3320; (GG) Hy, R. H. 2009-1919; (I Ton) — Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 204; (P) 307; (Q) 209DR; (AA) 336-3320; (BB) 419-412; (CC) 306; (DD & EE) 339-3320; (GG) Hy, R. H. 2009-1919; (I Ton) — Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 204; (P) 308; (Q) 209DR; (AA) 336-3320; (BB) 419-412; (CC) 306; (DD & EE) 339-3320; (GG) Hy, R. H. 2909-1919; (I Ton) — Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539D-552; (D) 305; (P) 308; (Q) 210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy, R. H. 2909.

1919 (3)4 Ton) — Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (G & H)

210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy, R. H. 2909.

**CLINE KAR = 1916 (Mod. 6-36E)—(D & E) Bower, 209; (H) 209; (J) 207; (K) 307; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306

1917 (Mod. 6-38F)—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower, 209; (G) Bower, 2094; (H) 209; (J) 207; (K) 307; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

1918 (Mod. 6-38 G-A)—(A) Bower, 305, (B) Bower, 307; (D & E) Bower, 209; (H) 209; (J) 306; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

1919 (Mod. 6-42-H)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (H) 209; (J) 308; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

1919-20-21 (6-55, K)—(A & J) Bk, N307; (B) Bk, N305; (D & E) Bk, N207; (G & H) Bk, 336; (K) Bk, 315.

1919 (6-38)—(CC) Hy, 16820; (EE) Hy, 16950; GG) Hy, 29097.

1920 (6-55, J)—(O) 205; (AA) 308; (BH) 307; (CC) Hy, 16950; (DD & EE) 306; (GG) Hy, 29097.

29097.
1920 (2550F, R)—(A) Bk, N397; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, N210; (J) Bk, 3191-3110; (K) Bk, N398.

| KNOX-1914 (Mod. 31)—Tim. Brgs.; (A & B) 3762-3720; (D) 6356-6321; (E) 5355-5320. |
| 1914 (Mods. 35 & 36, Tractor 35)—(A) Tim, 455-4520; (B) Tim, 3360-3320; (C) Tim, 436-4320; (D) Tim, 6550-6521; (E) Tim, 6354-6321; (G) S.R.O. 365-D.R. 217; (H) S.R.O. 365-D or D.R. 215; (I) SKF, 915; (J) 1307; (K) 313; (AA) S.R.O. 362-D or D.R. 217; (H) S.R.O. 365-D or D.R. 307; (CC) S.R.O. 312D & 306 or D.R. 313 & 307; (DD) X.R.O. 336 or 408; (EE) S.R.O. 335D or D.R. 407; (GC) A204. |
| 1914 (2 Ton)—(G, H & K) 312; (AA & BB) 309; (CC) 306; (DD & EE) 307. |
| 1915-17-18 (Mod. 35)—Tim. Brgs.; (A) 445-4520; (B) 3360-3320; (C) 436-4320; (D) 6550-6521; (E) 6354-6321.

6521; (E) 6354-6321.

KOEHLER-1917-18 (K 11/4 Ton) -(D) Bower, 309N; (E) Bower, 306N; (Jackshaft) Bower,

1918 (KT 3 Ton)—(D) Bower, 311N; (E) Bower, 311N. 1918 (C, 1½ Ton)—Tim. Brgs; (A) 3362-3320; (B) 2362-2320; (D) 435-4320; (E) 3191-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412; (O) 205; (AA) 204; (BB) 306; (GG) Hy. 29097.

Hy, 29097.

1918 (M 2½ Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 337-3320, (BB) 339-333; (DD & EE) 319-313; (GG) Hy, 29097.

1919 (K, 1½ Ton) (D) 309DR; (E) 306DR; (G & H) Tim, 559-552; (O) 205; (AA) 207; (BH) 306.

1920 (M)—Tim. Brgs.; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (GG) Hy, 29097.

1920 —(C 1½ Ton)—(D) 309DR; (E) 306DR; (O) 205; (AA) 204; (BB) 306; (GG) Hy, 29097. 29097

KREBS—1915 (Mod. F)—Tim. Brgs.; (A) 419-412; (B) 316-312, (C) 3656B-3620; (D & E) 375-3720; (C) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & EE) 316-312.

1915 (Mod. G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & EE) 316-312.

312.
1915 (Mod. H)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-3320; (BB) 357-353; (DD & EE) 339-333.
1916 (Mod. G, H & T)—(AA & BB) Tim, 357-353; (DD & EE) Tim, 339-333.
1916 (Mod. L 90-80)—Tim. Brgs.; (A) 4558-4520; (B) 330-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 440-4320; (BB) 435-4320; (DD & EE) 413

553-5520; (G & H) 559C-552; (J & K) 539C-552, (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

1917 (Mod. 60)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-5320; (AA) 419-412; (BB) 357-353; (DD & EE) 339-333.

1017 (90 314 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-1417 (90 314 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (BB) 435-

339-333.

1917 (90 3½ Ton)—Tim. Brgs; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

L. M. C.—1920 (2-20, 2 1/1 Ton)—(G) Hy, 26084; (H) Hy, 26085; (GG) Hy, 29097 LAFAYETTE - 1941 (134) - (A) Tim, 447-432; (B) Tim, 316-312; (C) Tim, 3659-3620; (D & E) Tim, 385-383, 0G & H) Tim, 462-453; (J) Tim, 439-432; (K) Tim, 415-412A; (O) 206; (P, BB) 309; (R) Spec; (CC) Hy, 16942; (DD & EE) Hv, 17989; (KK & LL) I' S 12C.

LAMSON—1918 (2½ Ton)—(F) Bower, 314NDT.

1918—(3½ Ton)—(F) Bower, 317NDT.

1918 (5 Ton)—(F) Bower, 319NDT

LANE—1918 (Mod. F 1½ Ton)—(A) Bower, 308N; (B) Bower, 307N.

1918 (Mod. C 3½ Ton)—(F) Bower, 317NDT; (AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698

Hy, 16698.

1918 (B 2½ Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516

LANGE—1920 (D-2 Ton) —(CC) Hy, 27077, (FF) Hy, 27978.

LARRABEE—1919-20-21 (U 1½ Ton)—(A) Bk, N308; (B) Bk, N307.

1919-20-21 (S-EK, 2½ Ton) —(A) Bk, N310, (B) Bk, N309.

1919-20-21 (S-EK, 3½ Ton)—(A) N312; (B) Bk, N319.

1919-20-21 (S-EW, 5 Ton)—(A) Bk, N315; (B) Bk, N314

LAUGHLIN (Homer)—(Mod. D)—(D) 367; (T & U) 205, (AA & CC) 307 · (GG) 1202

LAWTER-1915-16-17 (Tractor)--(G & H) Tim, 3760-3720; (J) Tim, 419-412, (K) 4550-

LEACH—1920—(A) Bk, 418; (B) Bk, 257; (D, E, G & H) Bk, 375; (J) Bk, 335; (K) Bk, 449; (O) 205; (Q) Spec , (AA) Tim, 277; (BB) Tim, 339; (DD & EE) 306; (GG 20007

LENOX—1918 (Series 33) (AA) II₃, 17026; (DD & EE) 300; (GG 2007) (LENOX—1918 (Series 33) (AA) II₃, 17026; (DD & EE) Hy, 10506; (FF, Hy, 10520) (LEWIS—1915 (Lewis 6)—(A) 0407; (B) 0405; (F) 310; (G & H) 0210; (J) 305; (K) 407; (Or 204; (AA & 3B) 7306; (CC) 0204; (DD & EE) 0305.

1916 (Lewis)—(O) 204; (AA & BB) 306; 0CC) 304; (DD & EE) 305.

1916 (Lewis)—(O) 204; (AA & BB) 306; OCC) 304; (DD & EE) 305.

LEXINGTON—1916 (4-KA)—(H) 210RT; (J) DR207; (K) 406.

1917 (6-O-17, 6-OO-17)—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower, 209AL; (F) 1209; (B) Bower, 209A; (H) Gurney, 209RT; (J) Gurney Duplex, 207; (K) Gurney Ann, 307; (O) 1205; (AA) ND208; (BB) ND307.

1917 (6-O-18)—(A) 305; (B) 308.
1918—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower, 209AL; (G) Bower, 209A.
1919 (Mod. R-19)—(CD & EE) Hy, 17012.
1919 (R-19)—(CC) Hy, 27992; (DD & EE) Hy, 17012; (GG) Hy, 29095.
1920 (8)—(A) 308DR; (B) 304; (F) 310; (G) 0210; (H) 0210RT; (O) 205; (AA) 309; (BB) 306DR; (CC) Hy, 27992; (DD & EE) Hy, 17012; (GG) Hy, 29095.

LEXINGTON-HOWARD—1914-15 (6-M Pleas.)—(A) Tim, 415-412; (B) Tim, 316-212; (D & E) Tim, 376-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) 211; (BB) 208; (CCC) 204; (DD & EE) 306.

1915 (6-L)—(A) 0407; (B) 0405; (F) 211; (G & H) 210; (J) 305; (K) 407; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1916 (6-N)—(O) 205; (AA) 208; (BB) 307.

1916 (6-O)—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

LIBERTY—1916—(Q) 205; (AA) 308; (BB) 307

1917 (Mod. 10A)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (G) 288-284; (H) 355-3520; (J) 334-3320; (K) 258-2520

1918 (Mod. 10B)—(A) Tim, 317-312; (B) Tim, 2382-2320; (G & H) Tim, 359-3520; (J) Tim, 257-2520; (K) Tim, 3381-3320; (AA) 205; (BB) 208.

1919 (10-B)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (F) 415T-412A; (G, H) 259-3520; (J) 257-3520; (K) 3381-3320; (O) 205; (P) 208; (Q, R, GG, KK & LL) Spec.; (BB) 307.

1902-21 (10-C)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (F) 415T-412A; (G & H) 359-3520; (J) 2785-2720; (K) 3381-3320; (O) 205; (P) 210; (Q, R, GG, KK & LL) Spec.; (BB) 307.

LINCOLN—1916-17 (1000 lbs. L-20-1 Ton)—(F) Hy, 16681; (G & H) Hy, 26056; (AA) Hy, 26977;)BB) Hy, 27899; (DD & EE) Hy, 26972; (FF) Hy, 26956.
1919-20—Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (C) 462-454; (H) 559-552; (J) 439-432; (K) 539-532; (CC) Hy, 16942; (DD & EE) Hy, 17980.

LIPPARD-STEWART—1912-13-15 (Lt. ¾ Ton, B, C & D) —Tim. Brgs; (A) 19, 4-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1914-17 (Mods. F, 1½ & 2 Ton) —Tim Brgs; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (A \) 337-3320; (BB, DD & EE)

335-332.

1914-16 (C & D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (C) 436-454; (H) 559-552; (J) 439-4820; (K) 539-432; (AA) 337-3320; (BB, DD & EE) 33J-3320.

1916 C uses Tim, 316-312 on Countershaft Front and Rear.

1915 (B-W, C-W, D-W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

MOTOR RECORD, OCT., 1922 LIPPARD-STEWARD—Continued

1915 (F-G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D, E, J & K) 5553-5520; (G & H) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

1915-17 (H 1 Ton) Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552, (H) 456-454; (J & K) 539-532; (AA) 387-3320; (BB, DD & EE) 335-3320. 3320.

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1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 365-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 356-454, (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. (G) 356 316-312. LITTLE GIANT—1915 (Mods. 1 & 2) (A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B. 3630; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 559C-552; (H) Tim, 456C-454 (J & K) Tim, 539C-532; (O) 208; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306.

(J & K) Tim, 539C-532; (O) 208; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306.

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LOCOMOBILE—1909 (Mods. 1-2)—(A) 309; (B) 405, (D) 309; (E) 405; (AA) 211; (DD & EE) 307.
1909 (Mod. 1-3)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (BB) 308; (DD & EE) 307.
1909-10 (L-1, 2)—(A) Tum, 3554-3520; (B) Tim, 3360-3320, (D) 311; (E) 211; (G & H) 310; (J) 310; (K) 408; (AA) 209; (BB) 308; oDD & EE) 307; (GG) 204.
1911 (L-3)—(A) Tum, 3554-3520; (B) Tum, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; ODD & EE) 307; (GG) 204.
1912 (L-4)—(A) Tum, 3554-3520; (B) Tum, 3360-3320; (D) 311; (E) 311; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
1911 (M-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
1912 (M-2R-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 310; (K) 408; (AA) 209; (BB) 308; ODD & EE) 307; (GG) 202 & 203.
1912 (M-2R-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 301; (J) 311, (K) 411; (AA) 209; (BB) 308; ODD & EE) 307; (GG) 202 & 203.
1912-13-14 (5 Tons)—Tim Brgs; (A) 5550-5520; (B) 5351-5320, (C) 5354-5320; (D) 6550-6521; (E) 5354-6321; (G & H) 6552-6521; (AA) 5557-5520 (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 311; (H) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-204; (E) 212; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-203.
1915-16-17 (3 & 4 Ton B-BB)—Tim, Brgs; (A) 4550-4520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-303.
1915 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 305; (DD & EE) 307; (GG) 303.
1915 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 305; (DD & EE) 307; (GG) 303.
1916 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (D) & EE) 307; (GG) 303.
1916 (Little 6-R, Big LOCOMOBILE-1909 (Mods. 1-2)-(A) 309; (B) 405, (D) 309; (E) 405; (AA) 211; (DD &

LONG ISLAND (Truck)—1914 (4,000 lba.)—Tim. Brgs.; (A) 4550-4520; (B) 5351-5320 (C) 443-4320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532. (B) 1914 (7,500 lba.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-53200 (G & H) 375-3720; (J) 336-3320; (K) 435-4320.

LORRAINE-1920 (2050-F)-(A) Bk, 317-31; (B) Bk, 235-23.

CC: Hy, 16828; (DD) 305; (EE) 306; (GC) Hy, 877-600.

V(CC) Hy, 16828; (DD) 305; (EE) 306; (GC) Hy, 877-600.

LOZIER—1911-12 (22-51) - (A) Tim, 460-4520; (B) Tim, 417-412.

1913 (Mod. 72) - (A) 306; (B) 309; (D) 310; (E) 210; (G & H) 311; (J) 207; (K) 310; (Q) 305; (A) 308; (BB) 210; (DD) 306; (EE) 403; (GG) 301 & 201.

1914 (77-82-84) - (A) Tim, 419-412 N.D 0406; (B) Tim, 316-312; N D. 0409; (C) Tim, 365-B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 539-552; (J) Tim, 439-4320.

N.D. 308; (K) Tim, 539-532, 408; (Q) 305; (AA) Tim, 385-383; (BB) Tim, 339-3320; (CC) 305; (5D & EE) 307; (GG) 201 & 201.

1915 (A-34) - Tim, Brgs; (A) 419-412; (B) 316-312; (CC) 3656B-3620; (D & E) 375-3722; (G) 456-454; (H) 559-552; (J) 461T 454; (K) 415T-412; (AA) 335-383; (BB) 339-3320.

1915 (Mod. 77) - (A) 306; (B) 309; (D) 310; (E) 210; (G & H) 212; (J) 307; (K) 407; (Q) 305; (AA) 308; (BB, DD & EE) 307; (CC) 305, (GG) 201 & 201.

1917 (All Mods.) - Tim Brgs; (A) 418-412, (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312, (K) 440-4320.

LUEDINGHAUS—1919 (1½ Ton)—(A) Tim, 435; (B) Tim, 3191; (F) 311DR; (G & H) 213; (J & K) 407; (N, BB) 307; (O) 205; (S, AA) 308; (DD & EE) 305.

1919 (2 Ton)—(A) Tim, 3762; (B) Tim, 3360; (F) 313DR; (G & H) 213; (J) 309; (K) 2-409-RT; (N, BB) 307; (O) 205; (S, AA) 308; (DD & EE) 305

LUVERNE—1914-15 (7-60)—(F) 311; (G & H) Hy, 26059; (K) 308; (O) 205; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 305.

1916 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312.
1917 (17-76a.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) 3656B-3620.
1918—(A) Br, 308AXL; (B) Br, 305AXL.
1920—(A) Brm 419TX; (B) Br, 257TX.

LYONS-KNIGHT—1914-15 (Mod. K)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, G & H) 475-473; (E) 385-383.

1917 (All Models)—Tim. Brgs; (A) 419-412; (B) 316-312, (C) 3656B-3620, (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & QB) 344-333; (DD & EE) 316-312.

1920 (CB-6)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 375-3720; (G & H) 3757-3720; (J) 3186-3120, (K) 417-414, (P & W) Warner T60, (LL) L2-A56.

McLAUGHLIN 1915 (24-25C) -D & E) Hy, 16691; (G & H) Hy, 26062. 1916 (32) (D & E) —Hy, 26394; (G & H) Hy, 26223; (AA) Hy, 17024.

MACCAR—1914-15 (Mod. B) —Tim. Brgs.; (A) 3750-3320, (D) 4558;-4520, (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415:412; (AA) 337 3320; (BB, DD & EE) 335-3320.

1915-17 (Mod. E-L) —Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454, (J & K) 539C-582; (AA) 337-3320; (BB, DD & EE) 335-3320.

овоговам. 1915-16 (Mod. D) —Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-

3320.

1916 (Mod. E-L)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (H & J) 4550-4520; (E & K) 3762-3720; (F & H) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (Mod. J)—Tim. Brgs.; (A) 4558-4520, (B) 3360-3320, (C) 341B-3320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 4354-4320;, (AA, BB DD T EF) 333-3390

EE) 335-3320.

1916 (Mod. K.) — Tim Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320, (BB, DD & EE) 235-3320.

1917 (H-2 Ton) — Tim. Brgs.; (A) 4558-4520, (B) 3360-3320. (C) 3656B-3620; (D & E) 5565-5520; (G & H) 559C-552; (J & K) 539C-532, (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (3½ Ton) — Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C, 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 418-412.

410-412. 1917 (U 5-Ton)—Tim. Brgs.; (A) 5550-5520, HB 5351-5320; (C) 5354-5320; (D), G & H) 1915 (U 5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1919-20 (L)—Tim Brgs; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320, (G & H) 477-473; (J) 456-453; (K) 539E-532; (N) 1509-D; (O) 205; (P) 337; (Q) 209; (BB) Tim, 336; (CC) 257; (DD & EE) 316- (GG, KK & LL) Spec.

1919 (G)—Tim. Brgs; (A) 5559-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359E-6320E; (O) 203, (P) 208DR; (Q) 209; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415; (GG, KK & LL) Spec.

1919 (H)—Tim. Brgs; (A) 4559-4520; (B) 3313-3320; (C) 341B-3320; (D & E) 5557-5250; (G & H) 559-552; (J) 530E-532; (K) 5578E-5521; (N) 1509-D; (O) 205; (P) 337; (Q) 209; (BB, DD & EE) 335; (CC) 237, (GG, KK & LL) Spec.

1919 (M)—Tim. Brgs; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 575-5720; (G & H) 5750-5720; (J) 5750

1821 (L.2)—Tim. Bigs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 5395-532; (N) 1509-D; (O) 205; (F) 344; (Q) 209; (BB) 339; (CC) 306; (DD & EE) 319; (GC, KK & LL) Spec.

MACK—1917-18-19 (AB 1, 11/2 & 2 Ton Worm Drive)—Tim. Bigs.; (A) 455-84520; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 557-552; (H) 456-454; (J & K) 359-532; (N) SK F 407A1; (O) Schafer, 305; (Q) 209 RI; (AA) 257; (BB, DD & EE) 335-3320; (CC) 347-3320; (GG) 1550-1530. Drive)—Tim. Bigs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 5500-5320; (E) 5355-53520; (G & H) 335-3320; (CC) 337-3320; (C) 341-3320; (D) 5500-5320; (E) 6355-53520; (G & H) 365-3920; (J) 464-4320; (K) 2753-4320; (G) 451-4320; (B) 5500-5320; (E) 6355-5320; (G & H) 365-3920; (J) 636-6321; (B) 636-63

708J.

1920-21 (AC, 5, 6½, 7½)—(A) Tim, 6356-6321; (B, DD & EE) Tim, 5355-5320; (T) Tim, 6350-6521; (E) Tim, 6354-6321; (Jack Shaft, R & L) DWF, 410; (G) Tim, 5557-5520; (I) 5575-5520; (K) 3360-3320; (Q) 215DR; (AA) 455-5320; (BB) 539-5320; (CC) SKF, 2307; (Reverse Idler Shaft, F & R) 3362-4520; (GG) 1550-1530; (Cross Shaft, R & L) 235-2320; (KK & LL) SKF, 708J

McFARLAN—1913-14-15 (6-T, X)—(G & H) Hy, 26059; (AA) Hy, 27794; (BB) Hy, 26733; MACON—1918 (A-S) Tim Brgs (A) 257 2520; (B) 235-2320; (E) 415T-412A; (G) 288-284- (DD & EE) Hy, 16516.



Double-row, maximum type, radia) bearing



Double-acting, self-align-ing thrust bearing, 2100 Series



Double-acting, self-aligning thrust bearing with leveling washers. 2100-U Series



Single-acting, self-align-ing thrust bearing, level-ing washer, 1100-U Series



Double-acting, thrust bearing, flat seats. 2100-F Series



Double-row, deep-groove Conrad type, radial bearing



Meet Every Ball Bearing Requirement

CTROM BEARINGS are made for the purpose O of giving maximum ball bearing service under the most exacting conditions. Every step in their manufacture is directed toward this end.

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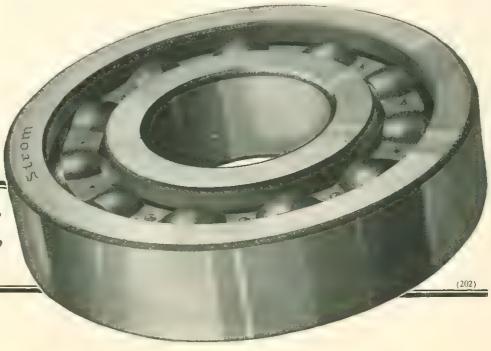
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4500 Palmer Street

CHICAGO, ILLINOIS





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MOTOR RECORD, OCT., 1922
MADISON—1916-17 (6-40)—(F) 310; (G & H) 210; (J) 306; (K) 406; (O) 205; (AA) 208; (B) 207; (DD & EE) 305.

1916 (Madison)—(F) 310; 0G & H) 0210; (J) 0306; (K) 406; (O) 205; (AA) 208; (BB) 307.

1917-18—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 455-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 539-4320; (K) 539-532.

MABBOHM—1917 (Mod. A)—(D & E) Br, 208AX; (F) Hy, 16076 or 16395; (G & H) Hy, 16076 o
 MAIBOHM-1917 (Mod. A)-(D & E) Br, 208AX: (F) Hy, 16076 or 16395; (G & H) Hy
     26269 or 26253.

1918 (Mod. A)—(F) Hy, 16395; (G & H) Hy, 26253.

1918-19 (Mod. B)—(G & H)—Hy, 26216.

1918-20 (Mod. B)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Tim, 277-274; (G & H) Hy, 26216; (GG) Hy, 29095.
 MAIS—1914-15 (1-1½ Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3364-3320; (C) 5354-5320; (D. 4553-4520; (E) 5355-5320; (KK) 255-2520.
 MAPLE LEAF —1920-21 (AA-2, BB-3 Ton)—(A) Bk, N310; (B) Bk, N308. 1920-21 (CC-4, DD-5 Ton)—(A) Bk, N312; (B) Bk, N311.
   MARATHON -1920-Tim. Brgs.; (A) 317-312; (B) 235-2320; (D & E) 277-274.
  MARGNETTE—(A) 309; (B) 307; (F) 311; (G & H) 212; (J) 306; (K) 309; (AA) 309; (BB) 310; (DD & EE) 307.
 MARION—1914-15 (50-50H)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516. 1915—(J) 0208; (K) 0407. 1916 (Mod. H)—(F) Hy, 16779; (G & H) Hy, 26252. 1916-17-18 (8, 6-40, 6-60) -(F) Hy, 16779; (G & H) Hy, 26056.
 MARION HANDLEY—1917 (5 Pass.)—(A) 305; (B) 308; (G) 0307; (H) 0407; (J) Tim. 344-333; (N) Tim. 441-434; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) & EE 305. 1917 (7 Pass.)—(J) Tim. 339-3320; (K) Tim. 441-434. 1917 (A Handley)—(A) 305; (B) 308; (J) 0208; (K) 0407; (O) 205; (AA) 208: (BB) 307 (DD & EE) 305.
      1919 (Sedan)—(A) Gur. 308; (B) Gur, 305; (F) Hy, 16681; (G & H) Hy, 26056; (I) Salis 6187.
6187.

MARMON—1914-15-16 (41-61)—Tim Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620, (D & E) 375-3720; (G) 457-454; (H) 559-552; (J) 439-4320; (K) 539-532.

1914 (6-48)—Tim. Brgs.; (A) 443-4320; (B) 435-4320; (D & E) 456-4520; (AA, BB, DD & EE) 335-3320.

1915 (32)—(F) 311; (AA) 310; (AA) 408; (DD & EE) 406.

1915 (41)—(O) 0206; (Q) 0210; (AA) 309; (BB) 308; (DD & EE) 406.

1915 (48)—(O) 0206; (Q) 0211; (AA) 310; (BB) 408, (DD & EE) 406.

1916 (6-34)—(A) Tim, 337-3320, Tim, 415-412 after first 500 cars; (B) Tim, 236-2330; (F) 311; (G & H) DR 212; Hy, 26056; (K) 310; (AA) 209; Hy. 17026; (BB) Hy, 27125; (FF) Hy, 16828; (HH) 1305.

1917-18-19 (34)—(A) Tim, 415-412; (B) Tim, 236-2330; (F) 311; (G) DR 212; Hy, 26056, (H) 28066 Spec.; (K) 310; (AA) 209, Hy, 17026; (BB) Hy, 17026; (FF) Hy, 16828; (HH) 305.
      305.

1920 (34)—(A) Tim, 415-412; (B) Tim, 3620-2687; (F) 311DR; (G) 212DR; (H) Ĥy, 26056

(K) 310; (P) 206DR; (AA & BB) Hy, 27026; (FF) Hy, 16828; (KK) Hy, 16945; (LL) Tim
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2620-2690.

MARTIN "ATLAS"—1914 (Mod. B)—Tim. Bigs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520, (G & H) 375-3720.

1915 (Mod. A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6556-6520; (E) 5355-5320; (G) 375-3720. (H) 395-3920.

1915 (Mod. B)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720. (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720. (AA) Hy, 27797; (BB) Hy, 27899; (DD & EE) Hy, 26956.

1917 (C, Fire Truck)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; BB), 440-4320; (DD & EE) 335-3320.

1919-20 (¾ Ton)—(A) Bk, N307-107; (B) Bk, N305-105; (D & E) Bk, 355-35; (G & H) Bk, N209-09; (J) Bk, 321-31; (K) Bk, 417-41; (AA) Hy, 27797; (BB) Hy, 27899; (CC & FF) Hy, 26956.

MASON-1914-15-(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

306.

1919 (MW, 2 Ton)—(O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.

1919 (M, 2 Ton)—(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (M, 2 Ton)—(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1920 (A & AL)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720, (H) 559-552; (J) 6359-6320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359E-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Hy, 29097.

1920 (JW)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (GG) Hy, 29097.

1920 (WA, 3½ Ton)—Tim Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539C-532.

1920 (W & WL)—Tim. Brgs., (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (GG) Hy, 29097.

MASTER-1919 (J1, JW, 11/2 Ton)%(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE)

MATHESON—1909-10-11 (M-17-24)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
1910 (Mod. 18)—(D) 310; (E) 209; (G) 209; (H) 311; (O) 208; (AA) 308; (BB & DD) 1405; (CC & EE) 305. MAXWELL -1914-15-16 (25)-(F) Hy, 16714; (G & H) Hy, 26710; (AA) Hy, 16553

MAXWELL —1914-15-16 (25)—(F) Hy, 16714; (G & H) Hy, 26710; (AA) Hy, 16553.

4320; (AA) Hy, 16553.

1917 (I Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (E) 4550-4520; (J & K) 440-4320.

1917-18-19 (25)—(F) Hy, 16714; (G & H) Hy, 26227; (AA) Hy, 16553.

1918 (25 Lt. Del)—(F) Hy, 16714; (G & H) Hy, 26227; (K) Hy, 26021; (AA) Hy, 16553.

1919 (25)—(F) Hy, 16658; (G & H) Hy, 26269; (AA) Hy, 16553; (GG) Hy, 26245.

1919 (I Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 4550-4520; (J & 40-4320; (AA).

Hy, 16553; (GG) Hy, 26245.

1920 (1, 1½ Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 4550-4520; (J & K) 440-4320; (B) Hy, 16533; (GG) Hy, 26245.

1920 (1, 1½ Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 4550-4520; (J & K) 440-4320; (D) 4550-4520; (D) 4550-4520; (J & K) 440-4320; (D) 4550-4520; (D) 4550-4520; (J & K) 440-4320; (D) 4550-4520; (D) 450-4520; (D) 4550-4520; (D) 4

MENOMINEE—1915 (Mod. A-C)—(AA) Tim, 277-274; (B) Tim, 339-333.

1916 (Truck)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-14320, (K) 539-532.

1916 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (Mod. E—W)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 539C-552; (H) 456C-454; (J & K) 539C-532.

1916 (Mod. E—W)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 539C-552; (H) 456C-454; (J & K) 539C-532.

1917 E—W ¾ Ton)—Tim. Brgs.; (D) 463-4520; (E) 375-3720; (G) 456C-454; (H) 559C-552; (J & K) 5395-332; (AA) 277-274; (BB) 339-333.

1917 (F—W 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & E) 5153-5520; (G & H) 559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & E) 316-312.

1917 (H 11½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & E) 316-312.

1917 (G 1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (D & E) 515-352-5520; (G & H) 5756-5720; (J & K) 559-552.

1919-20 (HT 17 ton)—(A) Tim. 435-4320; (B) Tim, 3191-3120; (D) 311DR; (G & H) 5212; (J & K) 5407; (N) 308; (O) 205; (P) 308.

1919-20 (H 1½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (D) 311DR; (G & H) 5212; (J & K) 5407-D; (N) 308; (O) 205; (P) 308.

(J) \$417; (K) \$412DR; (O) \$205; (F) \$08.

MERCER—(Mod. 35A, B, D, G, H, J, K)—(A & D) SKF. 2310; (E) SKF 2210; (O) 205; (AA) SKF 2206; (BB) SKF 2308; (CC) 307 & 308; (DD & EE) 308; (GG) 202 & 203.

1916-17-18 (22-72-73-74)—(D) 310; (E) 210; (O) 206; (P) DR. 207; (R) 307; (AA) 308; (BB) DR. 308; (CC) DR. 206; (DD & EE) 308.

1919-20-21—(A) Bk, N308; (B) Bk, 319-32; (G & H) 539; (J) 447; (K) 413.

1920 (Series 5)—(AA) Hy, 16413-16412; (BB) Hy, 26615; (CC) Hy, 02460; (DD & EE) Hy, 26414

Hy, 26414

METEOR. -1915 (Mod. 42) - (K) 308; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 305

1915 (Pleas.) - Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412.

1916-17 (Hearse 75-80) - Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720, (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

1919-20-21(A) Bk, 335; (B & C) Bk, 236; (D & E) Bk, 355; (G & H) Bk, 375; (J) Bk, 337; (K) Bk, 435; (O) 205; (P, AA, BB) 308; (Q, DD & EE) 307; (CC) 305; (GG & KK) Spec. 1919-40. Bk, 418; (B) Bk, 258; (D & E) Bk, 375; (J) Bk, 335; (K) Bk, 417.

1920-(A) Bk, 418; (B) Bk, 257; (D, EG & H) Bk, 375; (J) Bk, 335; (K) Bk, 449.

METZ-1920 (All Mod.) - Tim. Brgs. - (A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 3898-3520; (J) 2785-2720; (K) 3381 3320.

MICHIGAN HEARSE—1918 (1-A) - Tim Brgs.; (A) 415-412; (B) 316-312; (D) 375-3720; (E) 462-4520; (G) 559C-552; (H) 456C-45-4; (J & K) 539C-532; (G) & K) 419-412; (B) 318-312; (C) 3656B-3620; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1919-20 (4,900) - Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D) 539TE-532; (G & H) 375-3720; (J & K) 4365-4320.

1920 (1012) - Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 539TE-532; (G & H) 375-3720; (J & K) 3392-5320; (J) 444-432; (K) 456-453.

MICHIGAN TRAILER—1917 (AB 1 Ton) - (A) Tim. 3335-3320; (B) Tim, 3154-3210.

m) 331(-3320); (J) 444-432; (K) 400-403.

MICHIGAN TRAILER—1917 (AB 1 Ton)—(A) Tim 3355-3320; (B) Tim, 3154-3210.

1917 (C-D 1½ Ton)—(A) Tim, 4550-4520; (B) Tim, 4553-4320.

1917 (E 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & F.) 4353-4320.

1917 (F 3½ Ton)—(A & D) Tim, 5550-5520; (B & E) Tim, 5351-5320.

1917 (C 5 Ton)—(A & D) Tim, 5556-5520; (B & E) Tim, 5351-5320.

MILBURN—1919-20-21—(G & H) Bk, 335

MILLER, CO. AJ-1917 (A-Mod.)—(A) Br, 308AXL; (B) Br, 305AXL; (F) Hy, 16681; (G & H) II_V, 26056; (J) 208; (K) 407.

MILWAUKEE-1916 (3 Ton)-Tim. Brgs; (A & D) 6451-6420, (B & E) 5551-5520; (C & H) 475-473

M1TCHELL—1915 (4 Cyl.)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) Hy, (BB) 210; (CC) 307.

1915 (B-35-45)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) DR. 304; (AA) 308; (BB) DR. 210, (CC) 307.

1915 (Six.)—(G. & H) Hy, 16041; (S) 308; (AA) 1308; (BB) 210; Hy, 16354.

1916 (Six.)—(F) Hy, 26622; (G. & H) Hy, 26491; (K) DR. 307; (S) 209; (AA) DR. 209; (CC) 209; (DD & EE) Hy, 17795.

1916-17 (Mod. C-42)—(A) Tim, 344-333, (B) Tim, 237-233; (F) Hy, 26622; (G. & H) Hy, 26491; (J) 307; (A) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.

1917 (D-40)—(F) Hy, 16779; (G. & H) Hy, 28056; (J) 207; (K) 408 on cars 70,000 to 81700; (J) 307; (K) 207 on cars 81701 up; (AA) 209; (BB) 209; (DD & EE) Hy, 17795.

1918 (Mod. C-42)—(A) Tim, 344-333; (B) Tim, 237-233, (F) Hy, 26622; (G. & H) Hy, 20491; (J) (Jur 307RT; (K) Gur, 407; (AA) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.

26482.

1918 (Mod. D-40)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 16779; (G & H) Hy, 26056; (J) 1407; (K) 307; (AA) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.

1919 (Mod. E-40, E-42)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 26692; (G & H) Hy, 26491; (J) Gur, 307RT; (K) Gur, 407; (AA) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) 26482.

1919 (E-40, 42)—(A) Tim, 344-333; (B) Tim, 237-233; (D & E) Hy, 26622; (G & H) Hy, 26491; (DD & EE) 17795; (GG) Hy, 26482.

1919 (D-40, C-42)—(A) Tim, 344-333; (B) Tim, 237-233.

1920 (F-40)—(A) Tim, 344-333; (B) Tim, 237-233; (D & E) Hy, 26622; (G & H) Hy, 26491; (J) Hy, 610304; (AA) 209DR; (BB) 306; (CC) Hy, 26972; (DD & EE) Hy, 17795; (GG) Hy, 26482.

26482.

MODERN—1916 (V), 1917 (Mod. C)—Tim. Bigs.; (A) 3750-3720; (B) 3360-3320; (D) 455-4520; (E) 3762-3720; (G) 559C-562; (H) 456C-454; (J & K) 539C-532.

1916-17 (Lt. Del. 15)—Tim. Bigs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1914-15 (34-1 Tom.—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16698.

1917 (S0 2 Ton)—(AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698.

1917 (Mod. B-N)—Tim. Bigs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

MOGUL—1915-16 (L-W)—Tim. Bigs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1915-16 (L-C)—Tim. Bigs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 4553-4520; (E) 3762-3720, (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915-16 (Mod. T)—Tim. Bigs.; (D) 6552-6521; (E) 5765-5720; (G & H) 5756-5720; (J ♣ *** 559C-552.

MOHAWK -1917 (D & E) Hy, 16018; (G & H) Hy, 26063.

MOLINE KNICHT -1915%(F) 312; (K) 310; (AA) 307; (BB) 308; (DD & EE) 306. 1916 (6-50)—(BB) 308.

MOLINE KNIGHT 1915%(F) 312; (K) 310; (AA) 307; (BB) 308; (DD & EE) 306.
1916 (6-50)—(BB) 308.
1915 (40-50)—(D & E) 312 DR; (J) 308 DR; (K) 310; (CC) 305 DR.
(Mod. M-40)—(D & E) 312; (K) 408.
1916 (M-K 50) -Tim. Brgs.; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-313.
1916 (K 40)—(F) Hy, 16675; (G) Hy, 26056; (H) Hy, 26083.
1917-18-19 (Mods. G, C & L)—Tim. Brgs.; (A) 3381-3330, (B) 2382-2350; (D) 43-T 4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (Q) Ann, 205; (AA) Hy, 26518; (BB) Hy, 26737.

26737.

1918 (Knight-C)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (F) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432.

1919-20 (J)—Tim. Brgs.; (A) 415-412; (B) 2382:2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 277-274; (BB) 339-333.

MONARCH—1914-15 (4-5 Pass.)—(F) Hy, 16018; (G & H) Hy, 26062. 1915 (6 Cyl.) (F) Hy, 16779, (G & H) Hy, 26056.

MONITOR—1916 (4-30, 6-40)—(F) Hy, 16018; (G & H) Hy, 26063.

1917—(D) Bower, 309ADT; (G & H) Bower, 209AL

1920 (2050-F, R)—(A) Bk, 317-31; (B) Bk, 235-23; (D & E) Bk, N207; (G & H) Bk, 336-33

(J) Bk, N307; (K) Bk, 315-31.

(a) DB, H507; (b) DB, 535-31.

(b) MONROE—1915 (M-2) -(G) ND. 0208; (H) 208; (J) 0305; (K) 305; (AA) 207; (BB) 306.

1915 (Roadster) -(F) Hy, 16228 & 16829; (G & H) Hy, 28069.

1917 (M-3) -(F) Hy, 16395; (G & H) Hy, 26220 & 26283.

1916 -(K) Specul 306; (AA) 207; (BB) 306.

1917 (M-4) (G & H) 0208; (K) 306; (Q) 302; (AA) 207; (BB) 306.

1919 -(A) Bk, 316; (B) Bk, 235; (D) Bk, 417T.

1920 -(A) Bk, 316; (B) Bk, 235; (F) Bk, 417T; (G & H) 208RT; (J) 306; (K) 304.

MOON1915—Tim. Brgs.; (A) 415-412; (B) 315-312; (F) ND. 0212; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 415-412.

1916 (6-30)—(F) 209; (G & H) 0209; (J) 207; (K) 307; (O) 205; (AA) 209; (BB) 307.

1916-17 (6-44)—(F) 210; (G & H) 0210; (J) 407; (K) 305; (O) 205; (AA) 209; (BB) 307.

(Mod. 6-45)—(N) 207; (O) 205; (CC) 307 & 210; (DD & EE) 306.

MOON—Continued 1917 (6-66)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (E) Tim, 435T 4320, (C & H) Tim, 375T-3720; (J) Tim, 255 2520; (K) Tim, 417 414, (O) 205 (CC) 307 & 210; (DD & EE)

1918 (6-36-18)—(AA) Hy, 26518. 1920 (6-48)—(A) Tim, 317-312. (B) Tim, 2687-2620; (D & E) Tim, 415T-412; (G & H) Tim, 359T-3520; (J) Tim, 2785-2720; (O) 205DR; (AA, BB, CC, DD, EE & FF) Warner 28 (GG) Hy, C600.

MOORE (Pacific Metal Prod. Co.)—1914 (1,500 lbs.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

MOORE—1916-17 (30)—(G & H) Hy, 26216.
1919%(D & E) Br, 208AX.
1920 (F)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Tim, 277-274; (G & H) Hy, 26216; (CC) Hy, 16950.

MORELAND = 1915-16 (3/4 Ton) -Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620, (D & L) 375-3720, (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915-16 (1/4 Ton) -Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915-16 (2 Ton) -Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520, (G & H) 559C-552; (J & K) 539C-532.

1915-16 (3/4 Ton) -Tim. Brgs.; (A) 4540-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & T) 5756-5720; (J & K) 559C-552.

1917 (3/4 Ton) -Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.

MURRAY—1917 (70-T)—Tim. Brgs; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820 1918—(O) 205; (f A) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820. 1917-18 (70-J, T)—Tim Brgs, (A) 415-412; (B) 316-312; (D) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

MUSKEGON—1919 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 2382-2320; (D & E) 311DR (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (Q) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

MUTUAL-1918 (Sedan)-(A) 308; (B) 305; (F) Hy, 16681; (G & H) Hy, 26056; (J) 307

(K) 407. 1919-20-21 (2A, 2AP)—(A) Bk, N310; (B) Bk, N308. 1920 (2A, 2½A, 3½A, 5A)—(GG) Hy, 29097.

NAPOLEON—1919-20 (9)—(A) Tim, 435T-4320; (B) Tim, 3196-3120; (D) Hy, 16667; (E & J) 306DR; (G & H) Hy, 26391; (I) 234E; (K) Hy, 16594; (L) Hy, 16215; (O) 205; (P: S & BB) 307; (AA) 304, (CC) 205; (DD) 305; (EE) 306.

1919-20 (11)—(A) Tim, 335T-4320; (B) Tim, 3196-3120; (D) Hy, 16670; (E, J & L) 307DR; (G, H & M) Hy, 16099; (I) 206N-2; (K) Hy, 26668; (O, CC) 205; (P, S & BB) 307; (AA) 304; (DD) 305; (EE) 306.

1920 (7)—(A) Tim, 338. 3320; (B) 2380-2320.

1921 (9)—(A) Tim, 338. 3320; (B) Tim, 2687-2620; (D) Hy, 16667; (E) 217-E6; (G & H) Hy, 26391; (I) 234E; (J) 306DR; (K) Hy, 16594, (L) Hy, 16215; (O & CC) 205; (P, S & BB) 307; (AA) 304; (DD) 305; (EE) 306.

1921 (11)—(A) Tim, 3381-3320; (B) Tim, 2687-2620; (D) Hy, 16670; (E, J & L) 307DR; (G & H) 86E; (I) 234E; (K) Hy, 26668; (M) Hy, 16069; (O & CC) 205; (P, S & BB) 307; (AA) 304; (DD) 305, (EE) 306.

NASH—(Mod. D)—(O) 204.

1918-19 (Mod. 2017)—(D) Hy, 16670; (E) ND. 307; (G & H) Hy, 26064; (J) 307; (K) Hy, 26668; (I) Clark Co. 234E; (O) 205 Single; (P) 308; (Q) Brg. Co. of Amer., 776A; (DD & EE) 305.

1918-19 (Mod. 3017)—(D) Hy, 26662; (E) 308, (G & H) Hy, 26057; (I) Clark Equi.Co. 53E; (J) 307; (K) Hy, 26777, (O) 205 Single; (P) 308, (Q) Brg. Co. of Amer., 776A. 1918 (2016, 3017, 3018 1-Ton), 1919 (3018 2-Ton)—(F) Hy, 26662, (G & H) Hy, 26388; (K) Hy, 26777.

1918-19 (Mod. 3017)—(D) Hy, 26002; (E.) 308, (C. & H) Hy, 20007; (A) CHER EQUATION 53E; (J) 307; (K) Hy, 26777, (D) 205 Single; (P) 308, (Q) Brg. Co of Amer., 776A.

1918 (2016, 3017, 3018 1-Ton), 1919 (3018 2-Ton) -(F) Hy, 26662, (G & H) Hy, 26388; (K) Hy, 26777.

1918-(C.) Hy, 26777.

1918-(C.) Hy, 26777.

1918-(C.) Hy, 26602; (G & H) Hy, 26356; (K) Hy, 26777.

1918-(C.) Hy, 26602; (G & H) Hy, 26364; (K) Hy, 26668.

1918-(A017A)—(C.) Tim, 397-393; (H) Tim, 462-4520; (J) Tim, 357-353; (K) Tim, 420-414.

1919-20-21 (681)—(O) SKF 204; (Q, KK & LL) Spec.; (Drive Shaft) Hy, 16870; (E, J & BB) 307DR; (G & H) Hy, 26064; (I, KK & LL) Spec.; (Drive Shaft) Hy, 16287; (K) Hy, 26668; (P) 308; (DD & EE, 305.

1919 (3017)—(D) Hy, 26665; (E) 308DR; (G & H) Hy, 26057; (I) Spec.; (Drive Shaft) Hy; 17791; (J & BB) 307DR; (K) Hy, 26777; (P) 308; (DD & EE) 305.

1919 (4017)—(A) Tim, 5563-5520; (B & E) Tim, 4361-4320; (D) Tim, 5552-5520; (G) Tim, 462-4520; (H) Tim, 397-393; (I) Bk, 357; (Drive Shaft) Bk, 315; (J & K) Tim, 357-353; (P) 308; (AA & BB) HB6407; (DD & EE) 305.

1920-21 (2018)—(D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057, (I & CC) Spec.; (Drive Shaft) 309DR; (J) 307DR; (K) Hy, 26777; (P) 308; (AA) 210-212; (BB) 212; (DD & EE) 307.

NATIONAL—1915 (4)—(G & H) 212; (J) 307; (K) 409; (AA) 211; (BB) 308; (DD & EE) 306 (Mod. A-B 6-Cyl.)—(A) Tim, 418; (B) Tim, 315; (D, E, G & H) Tim, 375-3720; S.R.B. Mg. 155; (J) Tim, 315-412 S.R.B. Mg. 135; (K) Tim, 440 S.R.B. Mg. 150; (AA) 209; (BB) 308; (DD & EE) 306. (h) 1916 (A-C Highway 6-12)—(A) Tim, 418-412; (B) Tim, 235-2320; (D, E, G & H) Tim, 375-3720; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.

1919 (AL-AM)—(A) Bk, 418, (B) Bk, 257; (D, E, G & H) Bk, 375; (J) Bk, 335; (K) Bk, 449; (O) 205; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235, (DD & EE) 306.

1920 (BB)—(A) Bk, 418; (B) Bk, 257; (C) Nice, 4688; (D, E, G & H) Bk, 375; (J) Bk, 335, (K) Bk, 449; (O) 205, (Q) Nice, 4703; (R) Nice, 4744; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.

NELSON—1916-17-18—(H) Hy. 27995; (DD) Hy, 16946; (EE) Hy, 16957.
1920 (Jumbo 35)—(E) 410DR; (K) 310DR; (Jackshaft) 310, (AA & BB) Tim, 357-353; (DD & EE) 339-333.

NELSON & LE MOON—1914-15 (E ¾ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1914-15 (E 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1914-15-16 (E 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

316-312.

1914-15 (D 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1916 (E 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720 (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EF) 316-312.

1916 (E 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720 (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1916 (E 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-5522; (AA & BB) 357-353; (DD & EE) 339-333.

1916 (E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 316-312.

1917 (E 1-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3350-3320; (D & E) 516-312.

1917 (E 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (E 3-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 4361-4320; (C) 443B-4320; (D) 652-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (BA) 337-3320; (C) 341B-330; (BB, DD & EE) 335-3320.

1919-20 (F-1½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (AA) 337-3320; (BB) 335-3320; (C) 257; (DD & EE) 316-312.

1919-20 (F-1½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & EE) 5553-199-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & EE) 5553-199-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & EE) 5553-199-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & EE) 5553-199-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & EE) 5553-199-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & EE) 5553-199-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & EE) 5553-199-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 360-3320; (C) 341-3320; (D & EE) 5553-199-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 360-3320; (C) 341-3320; (D & EE) 5553-199-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 360-3320; (C) 341-3320;

473. (J & K) 456-453; (Ö) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1919-20 (F-2)4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (O) 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

1919-20 (F-3)4)—Tim. Brgs.; (A) 4550-4520; (B) 4861-4320; (C) 443-4320; (D) 6552-68-21; (E) 5755-5720; (C & H) 5766-8720; (J) 559C-552; (K) 6375E-6320C; (O) 206; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.

1919-20 (F-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 730-772; (E) 5552-6521; (J & K) 6375E-6320C; (O) 205; (P) 208DR; (AA) 439-4320; (BB) 415-4320; (DD & EE) 415-412; (CC) 335.

1921 (G-1)4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 257; (DD & EE) 316-312.

1921 (G-1)4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 335-3320; (CC) 257; (DD & E) 336-3320; (CC) 257; (DD & E) 335-3320; (CC) 257; (DD & E) 3557-5520; (G & H) 559C-552; (K) 5578-5520; (D) 360-3320; (C) 341-3320; (D & E) 5557-5520; (CD) 257; (DD & E) 335-3320; (CC) 257; (DD & E) 335-3320; (DC) 335-3320; (DC) 257; (DD & E) 335-3320; (DC) 335-3320;

NETCO—1915 (Mod. C)—Tim. Brgs; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532

1916 (Mod. C)—Tim. Brgs; (A) 4558-4520; (B, C, D & E, G & H, J & K) same as 1915.

1917 (Z Ton)—Same as 1916-C with (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (C-2 Tou)—Tim. Brgs; (A) 4558-4520, (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539D-532; (AA) 337-3320; (BB & DD) 335-3320.

1919 (H)—Tim. Brgs; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539B-532; (AA) 336-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539E-532; (AA) 336-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539E-532; (AA) 337-3320; (BB, DD & EE) 339-333.

1920 (D)—Tim. Brgs; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539E-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (D & E) 5557-5520; (G & H) 559-552; (J & S360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532, (K) 5578E-5521; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

NEW ERA-1916-17-(F) Hy, 16395; (C & H) Hy, 26253; (AA) 207; (BB) 305.

NILES—1917—(B ¾, 1-Ton)—Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1917 (E-2 Ton)—Tim. Brgs.; (A) 4558-4520; (C) 443-4320; (D & E) 5553-5520; (G) 559C-552; (H, J & K) 539C-532.

1918 (B-1 Ton)—(AA) Hy, 17026; (CC & FF) Hy, 16820; (DD & EE) Hy, 16506.

1918 (E-2 Ton)—(AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698; (GG) Hy, 26997; (DD & EE) Hy, 16698; (GG) Hy, 29997.

29097.

NOBLE —1919-20-21 (A-20)—(A) Bk, N308, (B) Pk, N307, (F) 311DR; (G & H) 215DR; (J) 407; (K) 408DR; (N) 308; (O) 205; (Q) 212; (S & BB) 307; (CC) 304; (DD) 305; (EE) 306, (GG) Hy, 19050.

1919-20-21 (B-30)—(A) Bk, N308; (B) Bk, N307; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) 308; (O) 205; (Q) 212 Spec.; (S & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) 1740; (GG) Hy, 19050.

1919-20-21 (C-40)—(A) Bk, N310; (B) Bk, N308; (C) A-392 Spec.; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) 308; (O) 205; (Q) 212 Spec.; (S & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) 1740; (GG) Hy, 19050.

1919-20-21 (D-50)—(A) Bk, N310; (B) Bk, N308; (C) A-392 Spec.; (F) 314DR; (G & H) 217DR; (J & K) 408; (M) 3107D; (O) 205; (P) 208; (Q) 212 Spec.; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GC) Hy, 19050.

1919 (E-70)—(A) Bk, N312; B) Bk, N311; (C) A-415 Spec.; (F) Br, 317; (G & H) 219; (I) 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 208; (Q) 212 Spec.; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 19052.

1920-21 (E-70)—(A) Bk, N312; (B) Bk, N311; (C) A-415 Spec.; (F) Br, 317; (G & H) 219; (I) 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 208; (Q) 212 Spec.; (AA) 211; (BB) 309; (SS) 4011; (DD & EE) 306; (GG) Hy, 19052.

NOMA—1920 (1-C)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D) 458T-454; (G & H) 377-

NOMA—1920 (1-C)—Tim. Brgs. ;(A) 415-412A; (B)2382-2330; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432.

NORTHWAY—1919-20 (2 Ton)—(A) Bk, 310; (B) Bk, 308; (F) 314DR; (G & H) 217DR; (J & K) 408; (M) 3107D; (N) 408; (O) 205; (HH) 304; (KK & LL) Spec. 1919-20 (3½ Ton)—(A) Bk, 312; (B) Bk, 311; (F) 317DR; (G & H) 219; (I) 918; (J) 409; (K) 410; (M) 3110D; (N) 408; (O) 205; (HH) 304; (KK & LL) Spec.

NORTHWESTERN-1919 (W-2 Ton)-(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy,

NORWALK—1920 (25-E, M-35, M-1½ Ton)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Tim, 277-274; (G & H) Hy, 26216; (CC) Hy, 16950.

OAKLAND—1915 (37) -(F) Hy, 16691; (G & H) Hy, 26062; (AA) Hy, 17798; (J) 306; (K) 1406; (O) 0305; (Q) 305; (BB) 307. 1915 (48) -(J) 307; (K) 407; (P) 307; (Q) 0305; (AA) 212; (BB) 307. 1915 (49) -(F) Hy, 26696; (G & H) Hy, 26059; (AA) Hy, 17798; (J) 307; (K) 407; (P) 307; (Q) 305.

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O KLAND-Continued
        1916 (38)—(F) Hy, 16691, (C & H) Hy, 26062; (AA) Hy, 17024; (J) 306; (K) 307; Specific (38)—(F) Hy, 16691, (C & H) Hy, 26062; (AA) Hy, 17798; (J), 306; (K) 406; (C
   1916 (32) (1917) 1916 (32) (1917) 1916 (32) (1917) 1916 (33)—(F) Hy, 16691, (G & H) Hy, 26062; (AA) H<sub>3</sub>, 17798; (J), 306; (K) 307, 0306; (BB) 307.
1916-17 (50)—(F) Hy, 16692; (G) Hy, 26056; (H) Hy, 26083; (J) 315; (K) Tim. 418.
(O) DR 302; (AA) 212; (BB) 307; (GG) 204
(O) DR 302; (AA) 212; (BB) 307; (GG) 204
(O) DR 302; (AA) 212; (BB) 307; (GG) 204
(O) DR 302; (AA) 212; (BB) 307; (GG) 204
(D) DR 302; (AA) 212; (BB) 306; (K) 307; (S) 210; (BB) 307.
(AA & BB) Tim, 337-3320; (DD & EE) Tim, 319 313
O. K. TRUCK 1920-21 (K-1½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (F) 311DR; (G & H) 213; (J & K) 407, (N) 308; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920-21 (L-2½ Ton) (A) Tim, 4554-4520; (B) Tim, 3360-3320 (F) 315DR; (G & H) 214; (J) 310, (K) 410, (N) 311; (O) 205; (AA & BB) 308; (CC) 305; (DD & EE) 306.

1920-21 (M, M1-3½ Ton)—(A) Tim, 4553-4520; (B) 5554-5520; (F) 218 & 317D; (G & H) 215, (J) 311; (K) 411; (O) 205, (AA) 308-310; (BB) 310; (CC) 305; (DD) 307; (EE) 308.
   OLD HICKORY—1916 (30-W)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532. 1916-17-18 (1000 lbs., 1200 lbs., Del., M ¾ Ton)—(F) Hy, 16681; (G & H) Hy, 26056. 1919-20 (M-¾ Ton)—(FF) Hy, 16950.
        OLD RELIABLE-1916 (2 Ton)-Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320
             (CC) 257.

1916 (3 Ton)—Tim. Brgs.; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.

1916 (3 Ton)—Tim. Brgs.; (AA & BB) 440-4320; (CC) 335; (DD & EE) 415-412.

1917-18 (3 Ton)—(D) Bover, 317NDT.

1919 (1)4 Ton)—(A) Bk, N310DR; (B) Bk; N308DR & 309DR; (AA) 337-3320; (BB, DD & EE) 335-3320.

182 335-3320.

183 335-3320.

184 N312DR; (B) Bk, N311DR; (F) 317DR; (G & H) 219; (J)
             1919 (1½ Ton)—(A) Bk, N310DK; (B) BK, N310DK; (C & H) 219; (D) 409; (K) 413DR; (O) 205; (Q) 209RT.
1919 (2, 2½, 3 Ton)—(A) Bk, N312DR; (B) Bk, N311DR; (D) Bk, N313; (E) Bk, N312.
1919 (2 Ton Chain)—(A) Bk, N312DR; (B) Bk, N311DR; (D) Bk, N316; (E) Bk, N315.
1919 (4 Ton Chain)—(A) Bk, N315DR; (B) Bk, N314DR; (D) Bk, N316; (E) Bk, N315.
1919 (5 Ton)—(A) 312DR; (B) 314DR; (F) 319DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209RT.
1919 (7 Ton Chain)—(A) Bk, N315DR; (B) Bk, N314DR; (D) 6552-6521; (E) 6452-6420; (G & H) 313DR; (Sprocket Shaft) 217; (Q) 209RT; (AA) 312; (BB) 411; (CC) 308; (DD) 310; (EE) 409.
      310; (EE) 409.

OLDSMOBILE—1914-15 (54-55)—(A) Tim, 438-4320; (B) Tim, 317-312; (F) 313; (G & H) 312; (J) 307; (K) 310; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.

1915 (First 200 cars 42)—(A) Tim, 339-333; (B) Tim, 237-233; (F) Hy, 16691; (G & H) Hy, 26062; (J) 1406; (K) 306; (O) 1305; (AA) Hy, 17798; (BB) 307.

1915 (42)—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720.

1913 (53)—(F) 312; (G & H) 212; (J) 307; (K) 310; (AA) 212; (BB) 307; (DD & EE) 306.

1913 (53)—(F) 312; (G & H) 212; (J) 307; (K) 310; (AA) 212; (BB) 307; (DD & EE) 306.

1916-17 (43-44 M-45, 8-Cyl.)—(A) Tim, 275-274; (B) Tim, 237-233; (F) 310; (G & H) Tim, 368-363, ND 210; (J) 306; (K) 406; (AA) Hy, 17798; (BB) 307.

1917 (M-45, 4-5)—Tim. Brgs.; (A) 259-2520; (B) 1751-1730; (G & H) 368-363( (G & H) 375-3720, used after first 1000 cars; (AA) Hy, 17798.

1918 (M-37)—(F) 309; (J) 406; (K) 306; (AA) Hy, 17024.

1919 (45)—(AA) Hy, 17798.

1918 (M-54-A)—(F) 311; (J) 407; (K) 307.

1919 (45)—(AA) Hy, 17798.

1918 (45)—(AA) Hy, 17798.

1918 (45)—(AA) Hy, 17798.

1918 (45)—(AA) Hy, 17798.

1918 (45)—(AA) Hy, 17798.
                   16820. (F) 309DR; (J & BB) 306DR; (K) 406; (AA) Hy, 17024; (CC) Hy, 26972. 1919-20 (45-A, B)—(F) 311DR; (J & BB) 307DR; (K) 407; (AA) 210 & Hy, 17798; (CC) Hy, 16820. (P) 309DR; (J & BB) 306DR; (K) 406; (AA) Hy, 47024; (CC) Hy, 26972. 1920 (37-A, A)—(F) 309DR; (J & BB) 306DR; (K) 406; (AA) Hy, 47024; (CC) Hy, 26972. 1919 (T-Truck Economy)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (BB) 307; (CC) 210. 1920 (1 Ton)—Tim, Brgs.; (A) 3381-3320; (B) 2687-2620; (D) 420-413; (E) 319-313; (G); 276-2720; (T) 325-320; (T) 325-320; (T) 420-413; (T) 319-313; (G) 276-2720; (T) 275-2720; (T) 335-3320; (T) 420-413; (T) 319-313; (G) 276-2720; (T) 275-2720; (T) 335-3320; (T) 420-413; (T) 319-313; (G) 276-2720; (T) 275-2720; (T) 335-3320; (T) 420-413; (T) 306-(T) 306-(T
                  OLYMPIAN-1917-(D & E) Bower, 208A; (G & H) Hy, 26216; (J) 206; (K) 306; (AA) 207
           1919 (45)—(D & E) Br, 208AX; (G & H) Hy, 26216; (O) 302; (AA) 207; (BB) 306.

ONEIDA—1920 (A-9)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (F) 311DR; (G & H) 212; (J & K) 407; (P) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (B-9)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (F) 311DR; (G & H) 213; (J) 407; (K) 407-(2); (P) 208; (AA) 208-307; (BB) 307; (CC) 304; (DD) 305, (EE) 306.

1920 (C-9)—(A) Tim, 454-4520; (B) 3100-3320; (F) 315DR; (G & H) 214; (J) 310; (K) 410 (2); (AA) 307-308; (BB) 308; (DD & EE) 306.

1920 (D-9 Tim. Axle 6652)—Tim. Brgs; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359E-6320f.

1920 (D-9 Tim. Axle 6660)—Tim. Brgs; (A) 4553-4520; (B) 4360-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6375-6323

1920 (D-9 Fuller Trans. & Rear Axle,—(F) 317DR; (G & H) 215; (J) 311; (K) 411 (2): (P) 208; (AA) 307-308; (BB) 308; (DD & EE) 306.

1920 (E-9 Tim. Axle 6752)—Tim. Brgs; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

(D, G & H) 780-772; (
                          (BB) 305.
1919 (45)—(D & E) Br, 208AX; (G & H) Hy, 26216; (O) 302; (AA) 207; (BB) 306.
                     OVERLAND—1916 (83)—(D & E) 311; (K) DR.407; (DD & EE) 305.

1916 (75)—(D & E) 308; (J) DR.306; (BB) 208; (DD & EE) 407.

1916 (75)—(D & E) 308; (J) DR.306; (BB) 208; (DD & EE) 49.

1915 (82), 1916 (86)—(K) DR.307; (BB) 210; (CC) 208; (DD & EE) 306.

1917 (90)—(D & E) 309; (J) DR.306; (BB) 208; (DD & EE) Hy, 26972.

(Mod. 69)—(AA) 208; (BB) 307; (DD & EE) 305.

(Mod. 71)—(G & H) Tim, 375-3720; (AA) 209; (BB) 307; (CC) 304 (DD & EE) 306.

(Mod. 79)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 306; (GG)

ND.3.
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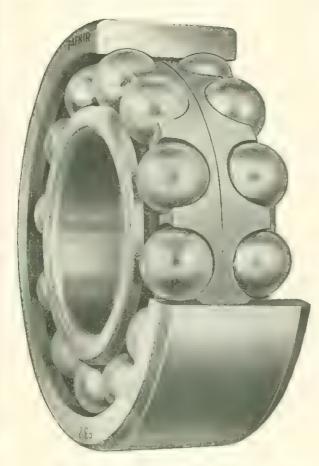
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PACKARD—1909—10-11-12 (UB, UC, UD, UEF, REF)—(A) Tim, 3750-3720; (B) Tim, 3154-3120; (G & H) D W F 10U; (O) 208; (O) Mod UB uses F. & S. BE 25; (DD & EE) D W F. 5U; (DD & EE) Mod. REF. 308 & 309; (GC) 301
1909-10-11-12-13 (NA, NB, NC, NEF, 13-48)—(A) Tim, 3358-3320, (B) 3154-3120; (G & H) D W F. 9C; (G & H) Mod. 13-48 D.W F. 10U; (O) 208; (O) Mod NA. uses F. & S. BE. 25; (DD) D.W F 5U Mod. 13-44 uses 308; (EE) D.W F. 4U Mod. 13-48 uses 309; (GG) 301.
1909-10-11-12 (3A, TC, TD, ATD)—(A) Tim, 5550-5520, (B) Tim, 5351-5320; (D) Tim, 6451-6420, (E) Tim, 6354-6321, (G & H) D.W.F. 10U; (O) Mod. 3A & ATD use 208; Mod. TC & TD use F. & S. BE. 25; (DD & EE) D.W.F. 5U; (GG) 301 & 203.
1912-13-14 (Mod. AT, N)—(G & H) D.W.F. 10U; (O) 208; (DD & EE) D.W.F. 5U; (GG) 301 & 203.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               301 & 203.
1912-13-14 (1) Ton 2-B)—(A) Tim, 4554-4520; (B) Tim, 4361-4320; (D) Tim, 5557-5520; (E) Tim, 5351-5320; (G & H) D.W F. 10U; (O) 208; (DD & EE) D.W.F. 5U, (GG) 301-203.
1912-13-14 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6451-6420; (E) 6354-
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           6321.
1913-14-15 (T 13-3E)—(A) Tim, 436-4320; (B) Tim, 316-312; (G & H) D W.F. 10U; (O) 208; (EE) D.W.F. 9U; (GG) 202.
1914-15 (15-48)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; (E) 1915-16-17 (1, 1½ D)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; (G & H) 217, (J & K) 309; (O) 305; (DD) D.W.F. 54U & 405; (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.
1915-16-17 (2-D)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) Tim, 5553-5520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 54U & 405; (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.
1915-16-17 (3-D)—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) 6553-6521; (E) 6554-6521; (G & H) 221; (J & K) 312; (O) 305; (DD) 308; (EE) 309; (GG) 301 & 203; (HH) D.W.F. 6305.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     6305. 34
1915-16-17 (4-D)—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) Bock, 779; (E) Tim, 6558-6521; (G & H) 222; (J & K) 313; (O) 305; (DD) 308; (EE) 309; (GG) 301 & 203; (HH) D.W.F. 6305. 1916-17 (25 Twin Six)—(A) Tim, 436-4320; (B) Tim, 316-312. 1916-17 (5, 6 Ton)—Tim. Brgs.; (A) 6358-6321; (B) 5358-6320; (D) Tim, 861-852; (E) 6552-6521. 1916-17 (5, 6 Ton)—Tim. Brgs.; (A) 6358-6321; (B) 5358-6320; (D) Tim, 861-852; (E) Tim, 6452-6420; (G & H) D.W.F. 10-U; (O) 208; (P) 308; (DD) 308; (EE) 309; (GG, 301 & 203. 6420; (G & H) D.W.F. 10-U; (O) 208; (P) 308; (DD) 308; (EE) 309; (GG, 301 & 203. 6420; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. 6406; (EE) 407; (GG) 301 & 203. (HH) D.W.F. 6305. (Mod. 1, 11/4-E)—(A) Tim, 4554-4520; (B) Tim, 3457-4320; (D) Tim, 5535-5520; (E) Tim, 5553-6521; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 6406; (EE) 407; (GG) 301 & 203; (HH) D.W.F. 6305. (Mod. 3-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 6553-6521; (E) Tim, 6554-6521; (G & H) 221; (J & K) 312; (O) 306; (DD) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305. (Mod. 4-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 6358-6521; (C & H) 222; (J & K) 313; (O) 306; (DD) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305. (Mod. 4-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 861-852; (E) Tim, 5552-6521; (G & H) 222; (J & K) 314; (O) 205; (DD) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305. (Mod. 5-6 E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 861-852; (E) Tim, 8552-6521; (G & H) 222; (J & K) 314; (O) 205; (DD) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305. (D) 406; (GE) 407; (D) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305. (D) 406; (EE) 407.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  PAIGE—1915-16-17-18 (6-46, 51-55)—(A) 308RT, (B) 305RT; (D & E) Hy, 16681; (G & H) Hy, 26056; (J) 307RT; (K) 407RT; (AA) 210; (BB) 306; (DD, EE & FF) Hy, 17014; (FF) Bronze % ID x 1½ OD. x 120; (BB) 306; (CG) 2 No. 4. 1210; (BB) 306; (CG) 2 No. 4. 1916-17-18 (6-38, 39, 40)—(A) 308RT; (B) 305RT; (D & E) Hy, 16779; (G & H) Hy, 26056; (J) 208RT; (K) 407RT; (AA) 210; (BB) 306; (DD & EE) Hy, 17014. 1917-18 (6-38, 6-35)—(DD & EE) Hy, 17014. 1917-18 (6-38, 6-46)—(A) Bower, 308AL; (B) Bower, 305AL. 1919 (6-39, 6-55)—(DD & EE) Hy, 17014. 1917-18 (6-38, 6-66)—(A) Bower, 308AL; (B) Bower, 305AL. 1919 (M-18)—(A) Br, 308; (B) Br, 305; (F) Hy, 16681; (G & H) Hy, 26056; (I) 86187; (J) 307; (K) 407. 19 9 (B) 18)—(A) Br, 308AXL; (B) Br, 305AXL; (F) Hy, 16779; (G & H) Hy, 26056; (I) 86177; (J) 208; (K) 407. 1919-20-21 (15-19)—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (AA) Hy, 16953; (BB) 306; (DD & EE) Hy, 17104. 1920-21 (17-20-6-66)—(A) Bk, 419; (B) Bk, 257; (F) 311DR; (G & H) Tim, 385-383; (J) 305DR; (K) Hy, 56584; (AA) Hy, 16953; (BB) 306; (DD & EE) Hy, 17104. 1919-20 (51-18, 3\( \frac{1}{2} \) Ton —Tim Brgs; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359E-6320; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.
(Mod. 79)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305; (GG) ND.3. (Mod. 80)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (CC) 208; (GG) ND.3. (Mod. 81)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305. (6-82)—(G & H) Tim, 375-3720; (AA) 208; (BB) 210, (DD & EE) 306. (918 (88-8) (K & BB) 408DR; (AA) 210. (DD & EE) 306. (P) 310; (K & BB) 307DR; (AA) 208DR (BB) 210. (P) 310; (K & BB) 307DR; (AA) 208DR (BB) 210. (P) 311; (K) 407DR; (AA) 208; (BB) 210. (P) 308; (G & H) Tim, 358-354; (J) 406DR; (O) 302; (AA) 208; (BB) 307. (P) 312DR; (AA) 210; (BB) 408DR (BB) 40; (P) 312DR; (AA) 210; (BB) 408DR (BB) 40; (P) 312DR; (AA) 210; (BB) 408DR (BB) 40; (AA) 208; (BB) 306DR; (CC) Hy, 16950; (DD & EE) Hy, 26972. 306DR; (AA) 208; (BB) 306DR; (CC) Hy, 16950; (DD & EE) Hy, 26972. (B) 1919 (90-R)—(A) Tim, 1985-1930; (B) 1351-1330; (G & H) Tim, 277-274. (B) 1919 (88-4, 88-B, 88-8)—(A) Tim, 335-3320; (B) 235-2330; (D & E) Tim, 365-363; (G & H) Tim, 385-383.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  PALMER -1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-6320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 333; (CC) 257; (DD & EE) 319-313.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  PAN-AMERICAN =1920-21 = Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (F) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 208DR; (BB) 307DR4 (CC) 205.
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PAN—1919 (Mod. A) (A) Tim, 317-312; (B) Tim, 2382-2320; (F) Tim, 3357-3320; (G & H) Tim, 375-3720; (J) Tim, 257-2520; (K) Tim, 3353-3320 Bogr & Beck Clutch; (W) 410; (X) 411; (AA) 308; (BB) 406; (KK) Gemmer Gear No. 6070.

1919-20-21 (A)—Tim, 317-312; (B) Tim, 2382-2320; (F) Tim, 3357-3920; (G & H) Tim, 375-3720; (J) Tim, 257-2520; (K) Tim, 3381-3320; (Q, KK & LL) Spec.; (W) 410; (Y) 411; (AA) 308; (BB) 406.

Tim, 385-383.

1919 (89)—(A) Tim, 317-312; (B) Tim, 235-2330; (C & H) Tim, 365-363. OWEN MAGNETIC 1916-17 (Mod. G-A)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.



Consider the **Ultimate Cost**

Naturally the one big thing to consider in buying replacement parts is the length of service that will be given. You will save money for the moment if you buy inferior material but it won't give you satisfactory service, and it is expensive both in time and money to have your truck in the repair shop. You pay more for a new Fafnir than you do for a reground, but did you ever figure accurately the cost to you of the frequent installation of reground bearings and the cost of parts which gave way owing to the failure of reground bearings.

Fafnir Ball Bearings are built with quality in mind and not quan-

tity. They are made of the highest grade of high carbon chrome alloy steel that can be procured. The careful workmanship and rigid inspection after all operations insures the users of the utmost service.

You would not consider using second hand tires even though they were retreaded. You wouldn't buy a truck from a manufacturer if you knew that second hand material was being used. Manufacturers don't use reground bearings because their existence depends on their trucks giving satisfactory service.

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New Britain, Conn.

1912-13-14 (1½ Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5554-6520; (E) 5551-PANHARD-1918-19 (1/4 Ton)-Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D) 420-413; (E) 318-315. 1918-19 (1½ Ton)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412. 1918-19 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320. 1912-13-14 (5 Ton)-Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 6552-6521; (E) 6554-6521.

1913-14 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520.

1914 (38 HP.)—Tim. Brgs.; (A) 445-412, also 418-412; (B) 320-312; (D) 5356-5320.

1914 (48 HP.) Tim. Brgs.; (A) 439-4320, also 447-4320; (B) 338-3320; (D) 5565-5520.

1914 (66 HP.) -(A) Tim. 458-4520; (B) Tim. 356-3520; (D) Tim. 5566-5520; (G & H) 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.

1914 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521.

1915 (48 HP.)—Tim. Brgs.; (A) 419-412; (B) 320 312; (D) 5356-5320; (G) 213; (H) 213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 308.

1915 (66 HP.)—(A) Tim. 438-4320; (B) Tim. 356-3520; (D) Tim. 5568-5520; (G & H) 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.

1915 (66 HP.)—(A) Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520. (J) 336-3320; (K) 4368-4320.

PARKER—1919 (F9)—Tim. Brgs. from A-K; (A) 3762-3720; (B) 3360-3320; (D) 5756-5720; (E) 5553-5520; (G & H) 559C-552; (J & K) 539-532; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (CG) C2785-6434 Spec.

1919 (J9)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D & E) 6553-6521; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1919 (M9)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) H6, 27988; (DD & EE) 308; (GG) C2785-C2786 Spec.

1919 (J9P)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D) 6553-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1920-21 (F20)—Tim. Brgs. from A-K; (A) 3763-3720; (B) 3360-3320; (D & E) 5557-5520; (G & H) 5756-5720; (J) 559C-532; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GC) C2785-C4543 Spec.

1920-21 (J20)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D & E) 6553-6521; (G & H) 5756-5720; (J) 559-552; (K) 6375-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1920-21 (M20)—Tim. Brgs. from A-K; (A) 5554-5520; (B) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6375E-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1920-21 (M20)—Tim. Brgs. from A-K; (A) 5554-5520; (B) 5364-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6375E-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1920-21 (M20)—Tim. Brgs. from A-K; (A) 5554-5520; (B) 4366-4320; (D, G & H) 780-772; (E) 6552-6521; (NSIS-16-17 (Z Ton) Tim Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (□) 5557-5520. 1916-17 (38 HP.)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521. 1916-17 (38 HP.)—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5358-5320. 1916-17 (48 HP.)—(A) Tim. 433-4320; (B) Tim. 338-3320; (D) Tim. 5566-5520; (G) 1313; (H) 1213; (I) 712; (J) 1309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 1308. 1916-17 (66 HP.)—(A) Tim. 463-4520; (B) Tim. 356-3520; (D) 5566-5520; (G & H) 1313; (I) 712;)J(409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406. (Mod. 38C.)—(D) HB. 212; (I) RIV. 1111; (J) HB. 308; (K) HB. 408; (Q) HB. No. 5; (AA) 209; (BB) 308; (DD) 307. (Mod. 38 C-2)—(D) 212; (E) 312; (I) RIV. 1111; (J) 308; (K) HB. 6409; (Q) HB. No. 5R; (AA) 209; (BB) 308; (DD & EE) 307. (Mod. 38 C-3)—(D) 212; (E) HB. 6304; (J) HB. 308; (K) HB. 6409; (Q) HB. No. 5R; (AA) 209; (BB) 308; (DD & EE) 307. (Mod. 48B)—(D) 212; (I) RIV. 1112; (J) 309; (K) 409; (C) HB. 5; (AA) 211; (BB) 309; (DD) 308. (Mod. 48B)—(D) 213; (E) 313; (D) RIV. 1112; (D) 200; (E) 410; (AA) 210; (DD) 308. (Mod. 48 B-2)—(D) 213; (E) 313; (D) RIV. 1112; (D) 200; (E) 410; (AA) 210; (DD) 308. (DD) 308. (Mod. 48 B-2)—(D) 213; (E) 313; (I) RIV. 1112; (J) 309; (K) 410; (AA) 210; (BB) 309; (DD & EE) 308. (Mod. 48 B-3)—(D) 213; (E) 313; (G) 309; (H) HB. 6410; (Q) HB. No. 5R; (AA) 211; (B) 309; (DD & EE) 306. (Mod. 66A)—(D) 313; (I) 1112; (J) 409; (K) 410; (Q) HB. No. 5; (AA) 211; (BB) 309; (DD) 308. PARTIN-PALMER—(D & E) Bower, 208A; (J) 206; (K) 306; (O) 205; (CC) 207; (DD) 305
1914-15-16 (38)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 27788; (BB) Hy, 26728
(DD & EE) Hy, 16506.
1915-16-17 (20)—(AA) Hy, 26243; (BB) Hy, 26680.
1918—(F) Hy, 16395; (G & H) Hy, 26227. (DD) 308 (Mod. 66A2)—(D & E) 313; (I) 1112; (J) 309; (K) 411; (AA) 212; (BB) 310; (DD & EE) PATERSON—1915 (48)—(F) Hy, 16692; (G & H) Hy, 26484; (J) 1407; (K) 307; (Q) 0305; (AA) 212, Hy, 17798; (BB) 307.

1916 (6-42)—(F) Hy, 16692; (G & H) Hy, 26484; (K) 307 x 1½"; (Q) 0305; (AA) Hy, 17798; 406. (Mod. 66A3)—(D & E) 313; (J) 409; (K) 411; (Q) HB. No. 5R; (AA) 212; (BB) 310; (DD & EE) 406.
1919-20 (38 HP.)—(A) Tim, 419-412; (B) Tim, 320-312; (D) Tim, 5358-5320; (G) 212; (H) 312; (I) 1111; (J) 308DR; (K) 409; (O) 1105; (S & AA) 209; (BB) 403; (DD & EE) 307 1916 (6-42)—(F) Hy, 16692; (G & H) Hy, 20204; (M, 60), 205; (AA) 208; (BB) 307.
1916-17—(F, G & H) 209; (J) 207; (K) 409; (O) 205; (AA) 208; (BB) 307.
1917-18 (6-45)—(D & E) Bower, 209; AL; (G) Bower 209A.
1919 (6-46)—(CC) Hy, 16950; (GG) Hy, 2097.
1919-20-21 (A & K) Bk, N307; (B) Bk, N305; (D & E) Bk, N207; (G & H) 336; (J) 315.
1919-20-21 (A-47)—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (O) 205; (AA) 209; (BB) 307.
1919-20-21—(G & H) Bk, 336-33; (J) Bk, N307; (K) Bk, 315-31.
1919-20-21—(G) Bk, N210; (H) Bk, N212; (J) Bk, N308; (K) Bk, 3191-3110. 307.

1919-20 (48 HP.)—(A) Tîm, 438-4320; (B) Tîm, 338-3320; (D) Tîm, 5566-5520; (G) 213; (H) 313; (I) 1112; (J) 309DR; (K) 410; (O) 1105; (S & AA) 211; (BB) 309; (DD & EE) 308.

1921—(A) Tîm, 438-4320; (B) Tîm, 315-312; (D) Tîm, 5558-5320; (G) 212; (H) 312; (I) 1111; (J) 308DR; (K) 409; (O) 305DR; (F) 210; (S & BB) 208; (AA) 212; (CC) Hy, 18125; (DD & EE) 307; (LL) 206 DR.

1918-19 (2 Ton)—Tîm. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 575-5720; (E) 5557-5520.

1918-20-21 (2 Ton)—(A) Tîm, 4553; (B) Tîm, 3360; (D & E) N215; (G & H) N217; (J & K) N310; (CC) Hy, 02008.

1920 (5 Ton)—(CC) Hy, 02007.

1921 (3½ Ton)—Tîm. Brgs.; (A) 5551-5520; (B) 440-4320; (D) 6552-6521; (E) 5755-5720. PATHFINDER-1915 (713)-(A) 308; (B) 305; (D) 310; (E) 210; (J) 0308; (K) 0407; (Q) (Ser. 6 & 7)—(A) Tim, 415-412; (B) Tim, 316-312; (D) 310; (E) 210; (O) 154C; (Q) 122C. 1916-17 (1B, 3B, 1C)—(Q) 205; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (CC) 257; (DD & EE) 316-312. PILOT—1915 (55)—(A) 407, (B) 405; (F) 211; (G & H) 211; (J) 1307; (K) 407; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 306; Hy, 17799.

1915 (75)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (DD & EE) Hy, 17799.

1917 (6-45)—(O) 205; (AA) 208; (BB) 207; (DD & EE) 305.

1918 (6-45)—(A) Bower, 307; (B) Bowe, 305; (D & E) Bower, 209AXL; (G) Bower, 209AX; (H) Gur, 209 Radial; (J) 206NDN; (K) 307A & 307DDN.

1919 (6-45)—(A) Bower, 335; (B) Bower, 235; (D & E) Gur, 309 Radial.

1919-20 (6-45)—(A) Br, 307N; (B) Br, 305AXL; (D & E) Br, 209; (G) Gur, 209; (H) Br, 209; (J) 306DR; (K) 307DR; (O & CC) Br, 205; (F, S & AA) 208; (DD & EE) 305. PATRIOT—1919 (1½ Ton)—(G) Hy, 26084; (H) Hy, 26085; (H) Hy, 26085; (AA) Hy 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.
1919 (1½ Ton)—(G) Hy, 26219; (AA) Hy, 57785; (DD) Hy, 17020; (EE) Hy, 16475; (GG) Hy, 29097. Hy, 29097.
1919 (2½ Ton)—(GG) Hy, 29097.
1919 (2½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (G) Hy, 26219; (AA) Hy, 17026 (DD) Hy, 17014; (EE) Hy, 16506; (GG) Hy, 29097.
1920 (2½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (GG) 29097. (DD) Hy, 17014; (EE) Hy, 16506; (GC) Hy, 29097.

1920 (2½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (GG) 29097.

PEERLESS—1912-13-14-15-16-17-18 (5 & 6 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) SRB, W-290; (D) Tim, 6550-6521; (E) Tim, 6354-63210 (G & H) HB, 13U; (I) HB, 1114; (DD & EE) HB, 408.

1915 (Mods, 54 & 55)—Tim, Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333, (DD & EE) RB, 306A 1915 (48-6)—(A) Tim, 3363-3320; (B) Tim, 3154-3120; (C) HB, VI; (D) RBF, 110C; (E) RBF, 1166P.; (G) Rh, 101C; (H) Rh, 814A; (J) Rh, 109C; (K) Rh, 307A; (AA) Rh, 109C; (BB) Rh, 106C; (DD & EE) Rh, 108C.

1916 (Mod. 56)—Tim, Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) HB, 205; (Q) HB, 209; (AA) 277-274; (BB) 339-333; (DD & EE) HB, 306.

1917 (Mod. 56)—Tim, Brgs.; (A) 435T-4320; (O) DR, 205; (Q) DR, 209; (P) DR, 208; (DD & EE) HB, 306.

1918 (Mod. 56)—Tim, Brgs.; (A) 435T-4320; (O) DR, 205; (Q) DR, 209; (P) DR, 208; (DD & EE) HB, 306.

1918 (Mod. 56)—Tim, Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) DR, 205; (P) Bower, 208N; (DD & EE) DR, 306.

1913 (Mod. 56)—Tim, Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) DR, 205; (P) Bower, 208N; (DD & EE) DR, 306.

1913 (Mod. 56)—Tim, Brgs.; (A) 3550-5520; (B) 353-3320; (B) 3164-3120; (C) HB, VI; RBF, 110C; (E) RBF, 110C; (H) HB, 1114; (J) RBF, 109C; (K) HB, 207; (AA) RBF, 11C; (DD) RBF, 108C; (EE) RBF, 205C.

1916 (17 C) Ton)—Tim, Brgs.; (A) 357-3520; (B) 236-2330; (D & E) 435T-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.

1918 (8)—(AA) Bower, 208N; (BB) Bower, 307A.

1919 (56)—(A) Tim, 3636-3320; (B) Tim, 3154-3120.

1917 (37-6)—(A) Tim, 3636-3320; (B) Tim, 3154-3120.

1917 (37-6)—(A) Tim, 3636-3320; (B) Tim, 3154-3120.

1918 (8)—(AA) Bower, 208N; (BB) Bower, 307A.

1919 (56)—(A) Tim, 3636-3620; PIONEER—1919-20 (18-36, G)—Tim. Brgs; (A) 3554-3520; (B) 3196-3120; (D & E) 5752-5720; (AA, BB, GG) 455-452; (DD & EE) 5565-5520 PITTSBURGH MACHINE TOOL CO,—1914 (Mod. A)—Tim. Brgs.; (A) 4550-4520 (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320. POPE HARTFORD—1909-10 (Mod. S-T)—Tim. Brgs.; (A) 3354-3320; (B) 3150-3210; (D & E) 3762-3720; (J) 3363-3320; (K) 442N-4320.

1911 (W 4-Cyl., Y 6-Cyl.) —Tim Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3363-3320; (K) 442-4320.

1912-13 (33-28 6-Cyl., 28 4-Cyl.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3355-3320; (K) 442-4320.

1912-13 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4553-4520; (C) 443-4320; (D) 5550-5520, some 1912 use 6355-6320; (J) 3363-3320; (K) 442-4320.

1913 (5 Ton)—Tim. Brgs.; (A) 6256-6321; (B) 5355-5320; (D) 6550-6521; (E) 6350-6321 1913 (5 Ton)—Tim. Brgs.; (A) 6256-6321; (B) 5355-5320; (D) 6550-6521; (E) 6350-6321.
1913-14 (31-35)—Tim. Brgs; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 462-4520; (CC) 317; (DD & EE) 336-3220. 1913 (29)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3655-3620; (D) 462-4520; (E) 375-3720; (C) 395-3920; (H) 477-473; (J) 336-3320; (K) 438-4320; (AA & BB) 462-4520; (CC) 317; (DD & EE) 336-3320. 1914 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5854-5320; (D) 6356-6321; (E) 5355-5320. POWER Truck-1919 (B)-(O) 205; (AA & BB) 308; (CC) 304, (DD & EE) 306. PREMIER—1915 (6-50)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-454; (J) 439-4320; (K) 539-532; (BB) 337-3320; (CC) 257; (DD & EE) 316-312. 316-312.

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316-31 PENNSY-1917-18 (Mod. R)-(F) Hy, 16018; (G & H) Hy, 26063. PIEDMONT-1919-20 (4-30)-(D & E) 208; (J) 206; (K) 306DR; (AA) 203; (BB) 207; (CC 305.
1919 (6-40)—Tim. Brgs. from A-K; (A) 415-412A; (B) 2382-2330; (D & E) 458T-458; (G & H) 375T-3720; (J) 317-312; (K) 439T-4320; (O) 205; (AA) 205; (BB) 210A; (CC) 307; (DD) 1306A; (EE) 1305AD.
1919—(A) Bk, 335; (B) Bk, 235.
1920-21 (6-40)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) 309; (G & H) Tim, 375-3720; (J) 307DR; (K) 407; (AA) 205; (BB) 210A; (CC) 307; (DD) 1306A; (EE) 1305AD 1921 (4-30)—(A) Br, 317TX; (B) Br, 235TX; (D & E) 208; (O & AA) 203; (BB) 207; (CC) 305; (CC) 10320. 1919 (6-C, Tim. Axle) — (A) Tim, 415-412A; (B) Tim, 2382-2330; (D) Tim, 458T-454; (G & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 439T-432. 1919 (6-C, Columbia Axle) — (A) Bk, 418; (B) Bk, 235; (D, E, G & H) Bk, 375; (J) Bk, 1920 (6-D, Eaton Axle 3780F)—(A) Bk, 435-43; (B) Bk, 316-31; (D & E) N209; (G & H) B, 210; (J) N307; (K) 537.
1920 (6-D, Eaton Axle 3070R)—(G & H) Bk, 210N; (J) Bk, 537-53; (K) Bk, 307N. PIERCE-RACINE-1911 (Mod. K)-(F) Hy, 16701; (G & H) Hy, 16073. PIERCE-ARROW-1910-11 (66 HP.)-Tim. Brgs.; (A) 458-4520; (B) 356-3520; (D) 5356

PIERCE-ARROW—1910-11 (66 HP.)—Tim. Brgs.; (A) 408-200., (C) 5320. (D) 1910-11-12-13 (48 HP.)—(A) Tim., 439-4320; (B) Tim., 338-3320; (D) Tim., 4356-5320; (C) 213; (H) 213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 308. (Mod. S)—(D) 309. (M

& V. KNIGHT—1920 (J)—(A) Tim, 415-412A; (B) Tim, 2382-2330; (D) Tim, 458-454; (C & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 433-432; (S) Tim, 277; (AA) 235; (BB) Tim, 339; (DD & EE) Gur. 306.
1929 (R)—(A) Br, 336TXL; (B) Br, 236TX; (D) Br, 310DR; (G & H) Tim, 366-363; (J) Br, 307DR; (K) Gur. 407; (S) Gur. 298; (BB) Gur. 307.

RAINER—1918 (All Mod.)—(A) Tim, 3554-3520; (B) Tim, 3161-3120.
1919-20 (1 Ton, R-9)—(A) 435; (B) 316.
1920 (R-15)—Tim. Bigs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521.
(E) 5765-5720; (G & H) 5767-5720; (J) 559-552; (K) 6375E-6323; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412

RANGER—1920-21 (TK-20-2)—(A) Tim, 4558- (B) Tim, 3360; (D & E) Tim, 6378; (C & H) Tim, 477; (J) 456; (K) 539E; (O) 205; (P) 307; (S) 307-304; (EE) 305; (FF) 306; (GC) Hy, 29095.

PEGAL—1915-16 (Mod. D)—(D & E) 1208; (F) Hy, 16779; (G & H) Hy, 26252; (J) 206; (K) 306; (AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.

1916-17—(G & H) Hy, 26216, (J) 305; (K) 405; (AA) 207; (BB) 305.

1918 (Mod. J)—(G & H) Hy, 26216

1918 (8 or F)—(AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.

RELIANCE—1920-21 (10A 1½ Ton)—Tim. Brgs. from A-K; (A) 454-4520; (B) 3191-3120 (D & E) 4553-4520; (G) 3762-3720, (H) 375-3720; (Spur Pinion Shaft) 417-412; (J) 2785- (Z) (K) 3196E-3120; (O) 205, (P & AA) 208; (Q) 212; (BB) 307; (CC) 304; (DD) 305 (EG) 306; (GG) Spec.

1920-21 (20-B, 2½ Ton)—Tim. Brgs. from A-K; (A) 4554-4520; (B) 3360-3320; (D & E) 5554E-5520; (G & H) 456-4520; (Spur Pinion Shaft) 447-4320; (J) 3383-3320; (K) 447-4320; (O) 205; (P) 208, (Q) 212; (AA & BB) 309; (DD) 306; (EE) 307; (Drive Shaft front Bearing) 209; (GG) Spec.

Bearing) 209; (GG) Spec.

REO—*1914-15 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) 26825; (BB) & EE) Hy, 2454.

*1915 (Mod. M)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 27996.

*1916-17 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825, (DD & EE) Hy, 26996.

*1916-17 (Mod. M-N)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.

*1917 (Mod. J)—(A) Tim, 4554-4520; (B) Tim, 2360-3320; (D) Tim, 5553-5520; (E) Tim, 4383-4320; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.

*1918 (Mod. T-U)—(A) Tim, 355-3520; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.

*1918 (Mod. T-U)—(A) Tim, 355-3520; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.

Hy, 26986.

*1918 (Mod. F)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) 26996.

1918-19 (R, S, T, U)—(F) Hy, 16559; (AA) 27996; (BH) Hy, 26825; (DD & EE) Hy, 26996, 1919-20 (Te, U6)—(A) Tim, 355-3520; (B) Tim, 235-2320; (Rear Axle end Brg.) Hy, 16559; (G & H) Tim, 395-3920; (Clutch Driven Gear) Hy, 16961; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.

1919-20 (F)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G) Tim, 476-4720; (H) Tim, 419-412; (Clutch Driven Gear) Hy, 16961; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.

26825; (DĎ & EE) Hy, 26996.

REPUBLIC TRUCK—1915 (1 Ton)—(A) Tim, 3750-3720; (B) 3360-3320; (G & H) Hy. 26057; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
(Mod. C)—(A) 309A; (B) 307A; (D) Bower, 310N; (E) Bower, 398N; (K) DR. 310. (Mod. F)—(A) Bower, 308N; (B) Bower, 310N; (E) Bower, 398N; (E) Bower, 306N; (CC) (A 2 Ton)—(A) 210N; (B) 308N; (D & E) 311N; (G & H) Bock, 375; (J) Bock, 335;)K((Dispatch ½ Ton)—(A & B) Sheldon, 1372 & 1371; (D) 308; (E) 306; (G) Bock, 276; (H) Bock, 336; (J) Bock, 275; (K) Bock, 335; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) (Special ¾ Ton)—(A & B) Sheldon, 1372 & 1371; (D) 308; (E) 306; (G) Bock, 276; (H) Hy, 16972; (FF) Hy. 26956.
(Special ¾ Ton)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) 308; (E) 306 AXI; (G) Bock, 376; (H) Bock, 336; (J & K) Bock, 375; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26956.
(10 1-Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (D) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (D) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (D) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (D) 205; (AA) 304; (BB) 307; (DD & (E) 306N; (G & H) Hy, 26480; (J) 310; (K) H6, 26669; (O) 205; (AA) 304; (BB) 307; (DD & (E) 306.

20480; (J) 310; (K) H6, 20609; (U) 200; (AA) 304; (BB) 307; (DD & EE) 306.

REPUBLIC—1919-20 (10-I Ton)—(A) Tim, 419-412; (B) Tim, 3191-3120; (D) Br, 309NX (E) Br, 306NX; (G & H) Tim, 335-3320; (J) Tim, 417-412; (K) Tim, 335-3320; (N & BB) 307; (O) 205; (AA) 304; (DD) 305; (EE) 306; (Jack hSaft) Br, 306NX.

1919-20 (11X 1½ Ton)—(A) Tim, 419-412; (B) Tim, 3191-3120; (D & E) Br, 311ND; (C) Tim, 375-3720; (H) Tim, 3762-3720; (J) Tim, 4368-4320; (K) Tim, 335-3320; (N & BB) 307; (O) 205; (AA) 304; (DD) 305; (EE) 306; (Jack Shaft) 407.

1919-20 (19-2½ Ton)—(A) Tim, 4564-4520; (B) Tim, 335-3320; (D & E) Br, 311ND; (G) Tim, 376-3720; (H) Tim, 3762-3720; (J) Tim, 4368-4320; (K) Tim, 336-3320; (B & BB) 308; (Drive Shaft Inter.) 309; (AA) 304; (DD & EE) 306; (Jack Shaft) 407.

1919-20 (20-3½ Ton)—(A) Br, 311N; (B) Br, 312N; (D) Br, 316N; (E) Br, 315AL; (G & H) Tim, 456-452; (J) Tim, 460-452; (K) Tim, 3554-3520; (N & BB) 308; (O) 205; (Drive Shaft Inter.) 309; (AA) 304; (DD & EE) 306; (Jack Shaft) 310.

RE VERE—1919 (C)—(A) Bk, 435; (B) Bk, 316; (D, E, G & H) Bk, 375; (J) Bk, 337; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) 310.

1920-21 (D, F)—(A) Bk, 435; (B) Bk, 316; (D & E) Bk, 209, (G & H) Bk, 210; (J) Bk, N307.

(K) Bk, 537; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (&C) Tim, 306; (DD & EE) 920—(A) Bk, N308; (B) Bk, 316-31; (D & E) Bk, N209; (C & H) Bk, B210; (J) N307; (K Bk, 537-53.

REYNOLDS—1920 (3½ Ton)—(AA) Hy, 57789; (CC) Hy, 26965; (DD) Hy, 16426; (EE)

RICHMOND—1916-17 (4-35, 6-50)—(F) 407; (G & H) 0311; (K) 0408; (Q) 305; (AA) 211 (BB) 307; (CC) 205.

RIDDLE (Coach)—1916 (10-44)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; 1916-17 (16)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320;

RIDDLE—1918-19-20-21 —Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375T-3720; (C) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

RIDER-LEWIS-(AA) 209; (BB) 208; (DD & EE) 305.

R. C. H.—1915 (D & E) Hy, 16282, (G & H) Hy, 26716; (AA) Hy, 16580; (BB) 307, (DD & RIKER —1918 (B—BB, 3 & 4 Ton)—(G & H) 218; (J & K) 311 (O) 305DR; (Q, AA & CC) 212, (BB) 309; (DD & EE) 308; (GG) 205.

& V. KNIGHT—1920 (J)—(A) Tim, 415-412A; (B) Tim, 2382-2330; (D) Tim, 458-454; (G & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 433-432; (S) Tim, 277; (AA) 235; (DD & EE) 308.

ROAMER-(G & H) 0209; (J) 0207; (K) 406; (Q) 205; (AA) 210; (BB) 307; (DD) 206; ROAMER—(G & H) 0209; (J) 0207; (K) 200, (Q) 201, (K) 316-31; (D & E) Bk, N209-09; (EE) 306.

1919-20-21 (654-654E-D75E)—(A) Bk, N307-107; (K) Bk, 537-53.

1919 (C-654)—(D) 205; (AA) 210; (BB) 307; (DD) 305; (EE) 306.

1920 (6-54)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (CC) Hy, 16950.

1920 (4-75)—(A) Bk, N308; (B) Bk, 316-31; (D & E) Bk, N209; (G & H) Bk, B210; (J) Bk N307; (K) Bk, 537-53; (CC) Hy, 16820; (DD & EE) Hy, 17799; (GG) Hy, 29095 x

ROBINSON—1917 (J 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1917 (K-3 1½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

ROCK FALLS—1919-20 (1000)—(A) 418; (B) 257; (D, E, G & H) 375; (J) 335; (K) 449: (CC) Hy, 16950.

ROSS "EIGHT"-

ROSS "EIGHT"—1915 (8-Cyl.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 439T-4320; (G & H) 375-3720; (J) 415T-412; (K) 258-2520; (AA) Ann, 210; (BB) Ann. 306; (DD & EE) Hy, 17014.

1916-17 (Mod. C)—(F) 310; (G & H) 0210; (J) 306; (K) 406; (O) 205; (AA) 211; (BB) 307; (DD) 305; (EE) 306.

ROTHWEILER—1916 (1 Ton)—(D) Tim, 3554-3520; (E) Tim, 3196-3120.

E-1916 (D-W)-Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) -5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-ROWE.

5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.

1916 (E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.

1917 (C-D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357-353; (BB) 339-333.

1917 (D-E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5768-5720; (J & K) 559C-552; (AA) 357-353; (BB) 339-333.

1920-21 (C. W 1½ Ton)—(A & B) Bk, 306; (F) Bk, 311; (G & H) Bk, 215; (J) Bk, 407; (K) Bk, 408; (N) Bk, 308; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319.

1920-21 (C, D, W 2 Ton)—(A) Bk, 310; (B) Bk, 308; (F) Bk, 312; (G & H) Bk, 216; (J) Bk, 407; (K) Bk, 410; (N) Bk, 308; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319.

1920-21 (G, S, W, G, P, W-3 Ton)—(A) Bk, 310; (B) Bk, 306; (F) Bk, 314; (G & H) Bk, 217; (J & K- Bk, 408; (L) 3107-D; (N) Bk, 308; (O) 205; (Q) 209; (AA & BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339.

335; (F.W 5 Ton)—(A) Bk, 315; (B) Bk, 314; (F) Bk, 319; (G & H) Bk, 220; (J) Bk 410; (K) Lk, 414; (N) Bk, 308; (O) 205; (Q) 209; (R) 208; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) 415.

RUSH—1916 (1,000 lbs.)—(F) Hy, 16294; (G & H) Hy, 26063, 1917-18 (D ½ Ton)—(AA) Hy, 27797; (BB) Hy, 27899.

ST. LOUIS—1920 (35)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Hy, 26216; (O) 203; (AA) 208; (BB) 207; (DD & EE) 305, 1920—(A & B) Br, 317TX; (D & E) Br, 208A.

SAMSON-1920 (% Ton)-(A) 337DR; (B) 336DR; (J) 306DR; (K) 406; (AA) 207; (BB)

SANDOW—1915 (C 2-Ton)—Tim, Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (CC) 257- (DD & EE) 335-3320; (C) 341B-3320; (D & E) 335-3520; (C) 341B-3320; (D & E) 3553-5520; (G & H) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD) & EE 355-5520; (DD) & EE 355-552

(3 W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 415-412. 1918 (3½ Ton)—(A) Bower, 312N; (B) Bower, 311N.

1918 (3½ Ton)—(A) Bower, S12N; (B) Bower, 011N.

SANDOW—1919-20-21 (G, CC)—(A) Bk, 308; (B) Bk, 307; (F) Br, 311; (G & H) 215DR; (J) 407; (K) 408; (N) 209; (O) 205; (Q) 212; (AA & CC) 304; (BB & DD) 305; (EE) 306) (FF) 1023.

1919-20-21 (J)—Tim. Brgs. from A-K; (A) 4554-4520; (B) 3360-3320; (C) 341-3320; (D & E; 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (N) 299; (O) 205; (Q) 122-C2; (AA) 1319-20-21 (M)—Tim. Brgs. from A-K; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 6757-5720; (G & H) 780-772; (J) 6375-6320; (K) 6375-6323; (O) 205; (Q) 122-C2.

652-6521; (E) 5757-5720; (G & H) 780-772; (J) 6375-6320; (K) 6375-6323; (O) 205; (Q) 122-C2.

1919-20-21 (L)—Tim. Brgs. from A-K; (A) 5550-5520; (B) 5351-5320; (C) 5354-B-5320; (D) G & H) 780-772; (E) 6552-6521; (J) 6455-6422; (K) 6375-6323; (O) 205; (Q) 122-C2.

SANFORD—1917 (Mod. O-R-S)—(AA) Tim. 277-274; (B) Tim. 339-333.

1917-18-19 (25)—(A) TR. 310; (B) TR. 309; (C) Sheldon, A392; (F) 314 DR.; (G & H) 217 DR; (J) 408; (K) 408; (M) 3107D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 210; (BB) 212; (DD & EE) 307.

1917-18-19 (35)—(A) TR. 312; (B) TR. 311; (C) Sheldon A415; (F) 317 DR.; (G & H) 219; (O) SKF, 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 211; (BB) 212; (DD & EE) 308.

1917-18-19 (50)—(A) TR. 312; (B) TR. 311; (C) Sheldon, A415; (F) 319 DR; (G & H) 219; (I) SKF, 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 211; (BB) 212; (DD & EE) 308.

1917-18-19 (50)—(A) TR. 312; (B) TR. 311; (C) Sheldon, A415; (F) 319 DR; (G & H) 219; (I) SKF, 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 211; (BB) 212; (DD & EE) 308.

1920 (25 2½ Ton)—(A) Br, 310; (B) Br, 308; (C) A-392 Assem.; (D) 314DR.; (G & H) 217 DR; (J & K) 408; (M) 3107-D; (O) 205; (P) 308; (Q, R, GG, KK & LL) Spec.; (AA) Tim. 337; (BB) Tim. 339; (CC Tim. 306; (DD & EE) Tim. 319.

1920 (35 3½ Ton)—(A) Br, 312; (B) Br, 311; (C) A-415 Assem.; (D) 317DR.; (G & H) 219; (I) SKF, 918; (J) 409; (K) 410; (M) 3110-D; (O) 205; (P) 308; (Q, R, GG, KK & LL) Spec.; (AA) Tim. 419-336; (BB) Tim., 357; (CC Tim., 306; (DD & EE) Tim., 339.

1920 (50-5 Ton)—(A) Br, 312; (B) Br, 311; (C) A-415 Assem.; (D) 319DR; (G & H) 219; (I) SKF, 918; (J) 409; (K) 410; (M) 3110-D; (O) 205; (P) 308; (Q, R, GG, KK & LL) Spec.; (AA) Tim., 439; (BB) Tim., 435; (CC & DD) Tim., 415; (EE) Tim., 339.

SAUER—(5 Ton)—(A) 408; (D) 315; (E) 409; (K) 313; (T) 209; (U) 210; (V) 206.

SAUER—(5 Ton) -(A) 408; (D) 315; (E) 409; (K) 313; (T) 209; (U) 210; (V) 206. (6½ Ton)—(K) 314. (D) 319; (E) 413; (G & H) F & S 218; (Q) 204; (T) 206; (U) 209; (W) HB 411; (X & Y) F & S 221; (FF) 302; (HH) 303.

5AXON—1916-17 (4-14, B-2)—(F) Hy, 16251; (G & H) Hy, 26231; (AA) Hy, 1625 (K) Tim 315-312.

1916-17 (S-4, 6-B-2)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 317T-312; (G) 288-284; (H) 355-3520; (K) 334-3320; (AA) Hy, 26518.

1917 (S-5)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 360T-3520; (G) 288-284; (H) 355-3520; (K) 334-3320

1917 (4 Cyl.)—(F) Hy, 16251; (G & H) 26231; (AA) Hy, 16255.

1918 (6 Cyl.)—(AA) Hy, 26518.

1920-21—(A) Gilliam 317-312; (B) Gilliam 236-2520; (D) 415; 412; (G & H) Gilliam 3595-3590; (J) Gilliam 257-2520; (K) Gilliam 3381-3320; (O) 303; (O) 208RT; (GG) Hy,

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MOTOR RECORD, OCT., 1922
 SAYERS & SCOVILLE—1919—(A) Br, 307N; (B) Br, 305AXL; (D, E, G & H) 209; (J) 306DR; (K) 406; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306.

1919-20-21 (D, E, F, G)—(A) 435; (B) 316.

1920-21 (CP, DP—(A) Bk, 317; (B) Bk, 235-23; (D & E) Bk, N207; (G & H) Bk, 386; (J) Bk, N307; (K) Bk, 315; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305, (EE) 306.
  SCHACHT -1915 (1 & 2 Ton)—Tim, Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320 (D & E) 5755-5720.

1915-16-17 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E)
           1915-16-17 (3 Ton)-Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E)
Isi5-16-17 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5755-5720.

1917-18-19-20 (B-C-2, 2½, 3, 3½ Ton)—(A) Tim. 4558-4520; (B) Tim. 3360-3320; (C) Tim. 341B-3320; (D & E) Tim. 5755-5720; (G & H) 214; (I) SKF. 913; (J) SKF. 1716; (K) 408; (N) 308; (AA) 307; (CC) SKF. 2304; (DD) 306; (FF) SKF. 2209; (GC) Hy. 29097.

1918-19-20 (B-C, 5 Ton)—(A) Tim. 5550-5520; (B) Tim. 5351-5320; (C) Tim. 5364-5320, (D & E) 779-772; (G & H) 219; (I) SKF. 918; (J) SKF. 1718; (K) 409; (N) 308; (AA) 307; (CC) SKF. 2304; (DD) 306; (FF) SKF. 2209; (GC) Hy. 29097.

1920 (D-2½, 3½ Ton)—(A) Tim. 4550-4520; (B) Tim. 4361-4320; (D & E) Tim. 5755-5720; (G & H) 214; (I) SKF. 918; (J) SKF. 1716; (K) 408; (N) 308; (AA, FF) 309; (CC & DD) 306; (GC) Hy. 29097.

1920 (D) Ton)—(A) Tim. 5550-5520; BTim., 5361-5320; (D & E) Tim. 779-772; (G & H) 219, (I) SKF 918; (J) SKF 11118; (K) 409; (AA, FF) 309; (CC, DD) 306; (GG) Hy. 29097.

9CHWARTZ—1918-19 (1 Ton)—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (C & H) 355-3520; (J) 335-3320; (K) 417-412.

1918-19 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 417-412.

1920 (C)—Tim. Brgs.; (A) 4564-4520; (B) 3381-3320; (C) 375-3720; (H) 3762-3720; (J) BB) 355-3520; (K) 4368-4320; (AA) 337-3320; (C) 375-3720; (H) 3762-3720; (J, BB) 355-3320; (K) 4368-4320; (AA) 337-3320; (C) 375-3720; (H) 3762-3720; (J, BB) 250 (C)—Tim. Brgs.; (A) 4564-4520; (B) 3381-3320; (C) 375-3720; (H) 3762-3720; (J, BB) 355-3320; (K) 4368-4320; (AA) 337-3320; (K) 4460-452; (AA & BB) 357-353 (DD & EE) 335-3320; (K) 4368-4320; (AA) 337-3320; (K) 460-452; (AA & BB) 357-353 (DD & EE) 339-333.

SCRIPPS—1916 (Mod. C)—(A) 306; (B) 304; (D) 308; (E) 208; (F) By, 16392; (G. & H)
(DD & EE) 339-333.

SCRIPPS—1916 (Mod. C)—(A) 306; (B) 304; (D) 308; (E) 208; (F) Hy, 16392; (C & H) Hy, 26253; (G & H) 0209 Radax; (J) 206; (K) 306 DR; (O) 302, (AA) 207; (BB) 306.

1917 (Mod. C)—(A) 306; (B) 304; (D) 308; (J) 0208; (K) 0406; (O) 302; (AA) 207; (BB) 306.

1917 (Mod. D)—(A) 307; (B) 305; (F) Hy, 16691; (G & H) Hy, 26063; (J) 306; (K) 1406; (O) 302; (AA) 207; (BB) 306.

1918-19 (6-39, 6-40)—(F) Hy, 26394; (G & H) Hy, 26223.

1918 (Mod. H)—(F) Hy, 16395; (G & H) Hy, 26227.

1918 (Mod. G)—(F) Hy, 16395; (G & H) Hy, 26227.

1919 (G-39, 40, 41, 42)—(J) 306 DR; (K, BB) 307; (AA) 210.

1919 (G)—(J) Tim, 319-312; (K) Tim, 348-3320.

1920 (B Series)—(D & E) Hy, 26394; (G & H) Hy, 26223.
  SEAGRAVE—1915—Tim. Bigs.; (A) 5550-5520, (B) 5351-5320; (C) 5354B-5320.

1915—Tim. Bigs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320.

1917 (Mod. L)—Tim. Bigs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320.

1917 (T-750, S-1000)—Tim. Bigs.; (A & D) 5550-5520; (B) 5351-5320; (C) 5354-5320; (E)
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SELDEN-1916

SELDEN—1916 (1½ Ton)—Tim. Brgs; (D) 4553-3520; (E) 3762-3720; (G) 559C-552. (H) 456C-454; (J & K) 539C-532; (AA) 337-3320((BB) 335-3320; (CC) 257; (DD & EE) 316-312. 1916 (2 Ton)—Tim. Brgs; (A) 4550:4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552, (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312. 1916 (JW, JWL)—Tim. Brgs; (A) 3762-3720; (D E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205; (AA) 337-3320; (BB) 335-3320; (CC) 257, (DD & EE) 316-312. 1916 (JC 2-Ton)—Tim. Brgs.; (AA) 336-3320, (BB) 337-3320; (CC) 257; (DD & EE) 316-312. 1916 (JC 2-Ton)—Tim. Brgs.; (AA) 336-3320, (BB) 337-3320; (CC) 257; (DD & EE) 316-312.

539(-532; (O) Ann, 205; (AA) 337-3320; (BB) 337-3320; (CC) 257; (DD & EE) 316-312.

1316; JC 2-Ton) — Tim. Brgs.; (A) 336-3320; (BB) 337-3320; (CC) 257; (DD & EE) 316-312.

1316; JC 2-Ton) — Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H-456-454; (DD & EE) 319-312.

1316; JC 2-Ton) — Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 438-4320; (D) 6552-652; (A) 438-4320; (D) 6552-652; (A) 438-4320; (D) 6552-652; (A) 438-4320; (D) 6552-6532; (A) 438-4320; (D) 6552-6532; (A) 438-4320; (D) 6552-6532; (A) 458-4520; (B) 336-3320; (F) 6378-63320; (C) 62 4H; 559-552; (A) 458-4520; (B) 336-3320; (C) 337-3320; (CC) 337-5120; (C) 444-432; (K) 4564-453; (D) 62 4H; 559-552; (A) 458-4520; (B) 336-3320; (C) 348-4520; (B) 336-3320; (C) 348-4520; (B) 336-3320; (C) 348-4520; (B) 348-3320; (C) 348-4520; (B) 348-3320; (C) 348-332

SENECA-1917-(F) 208; (G & H) 208; (J) 3058 Radials; (K) 0307; (Q) Special; (AA) 307 (BB) 305.

SENECA—1917—(r) 2005, (G & H) Hy, 26216; (J) 206; (K) 306DR; (Clutch Housing, Rear, O) 1920 (Mod. L)—(G & H) Hy, 26216; (J) 206; (K) 306DR; (Clutch Housing, Rear, O) 207; (AA) 208; (BB) 306.
1920 (L-20)—(A) Br, 317TX; (B) Br, 235TX; (G & H) Br, 208AX; (Peru Axie 59R)—(Borg & Beck Clutch, Mod. 8)

S. J. R.—1917 -(A) 307; (B) 305; (D) 308; (E) 308.

SERVICE—1916 (HW 70)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA, BB, DD & EE)

5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 415-412; (CC) 257; (DD & EE) 335-3320. 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (D & EE) 415-412.

780-772; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE) 415-412.

SERVICE—1919-20 (220)—Tim. Brgs; (A) 4558-4520; (B) 3360-3320; (F) 5550-5521. (G & H) 477-473; (J & K) 450-453; (O) 205; (P) 307; (Q) 1212 Spec; (BB) 307DR. (CC) 304DR. (DD) 305DR; (EE) 306DR.; (FF) 1034 Spec.

1919 (31, 36 & 41)—Tim. Brgs; (A) 458-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (O) 205; (P) 308; (AA) 336-3320-419-412; (BB) 357-353; (CC) 306; (DD & EE) 339-333, (GG) C-1161 Spec.

1919 (71-76)—Tim. Brgs; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720, (J & K) 6359E-6320C; (O) 205; (P) 308; (Q, GG) Spec.; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1919 (101) Tim. Brgs; (A) 5550-5520; (B) 5351-5320; (C) 5364-5320; (D, G & H) 780-772; (E) 6552-6520; (J & K) 6359E-6320C; (O) 205; (P) 308; (Q) B & B Spec.; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1920-21 (31-36)—Tim. Brgs; (F) 6378-6320, (G & H) 477-473; (J) 456-453, (K) 539-532 (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205; (P) 308; (AA) 336-3320-419-412; (BB) 357-353; (CC) 306; (DD & EE) 339-333; (GG) C-1505 Spec.

1920-21 (71-76)—Tim. Brgs; (G & H) 5775-5720; (K) 6376E-6320.

1920-21 (71-76)—Tim. Brgs; (G & H) 5775-5720; (K) 6376E-6320.

1920-21 (71-76)—Tim. Brgs; (G & H) 5775-5720; (K) 6376E-6320.

1920-21 (101)—Tim. Brgs; (G & H) 5775-5720; (F) Bk, 573T; (G & H) Bk, N212; (J) Bk, N308; (K) Bk, N307; (O) 205; (P) Tim, 277-274; (BB) Tim, 389-333; (DD & EE) Tim, 306-303; (GG) C-2502 Spec.

SEVERIN—1920—Tim. Brgs; (A) 336-3320; (B) 236-2320; (F) 310DR; (G & H) 366-363

SEVERIN—1920—Tim. Brgs.; (A) 336-3320; (B) 236-2320; (F) 310DR; (G & H) 366-363
1921 (H)—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385-383; (J) 308DR,
(K) Hy, 56654; (CC) Hy, 16828.

SHAW—1919 (M-Taxi)—Tim. Brgs; (A) 419-412, (B) 316-312; (C) 3656-3620; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312, (K) 439T-432; (AA) 277-274; (BB) 339-333. 1919 (Taxi) Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432, (AA) 339-333; (BB) 277-274. 1920 (Touring)—Tim. Brgs; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375:3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532; (AA) 339-333; (BB) 277-274; (GG) Hy, 29095.

SHERIDAN—1921—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720, (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532

SHERIDAN—1921—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720, (G) 462-454; (H) 559-552; (J) 439-432; (K) 559-552;

SIGNAL—1915—16 (Mod. A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D 455-4520; (E) 3762-3720, (G) 559C-552; (H) 456C-454; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1915 (Heavy A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G) 559C-552; (H) 539C-532.

1916 (Mod. J)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 553-5530; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; BB, DD & EE) 335-3320; (CC) 257.

1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917 (F 1-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; (G & H) 5756-5720; (J & K) 539C-532.

1917 (M 31/4-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 5756-5720; (J & K) 539C-532.

1917 (M 31/4-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 5756-5720; (J & K) 539C-532.

1917 (M 51-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917 (R 5-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3361-3320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 316-312; (AA) 337-3320; (BB) 335-3320; (CC) 257 no cup; (Q) 209; (S) 208DR.

1920-21 (H)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 558-5520; (G & H) 575-5750; (G & H

SIMPLEX—1909 (D-50)—Tim Brgs.; (A) 3750-3720; (B) 3350-3320; (KK) 335-3320.

1912 (Mod. H)—Tim Brgs.; (A) 375-3720; (B) 335-3320.

1915-16-17 (Crane Simplex)—(A) Tim, 436-4320; (B) Tim, 335-3320.

(Simplex 7)—(N) 404; (AA) 403; (BB) 2308; (CC) 403 & 307; (DD) 306; (EE) 307; (GG) 204; (H) 306 & 307.

SINGER—1916—Tim Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333; 1917—Tim Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

1919 (19)—Tim Brgs.; (A) 419-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (DD & EE) HB. 306SR.

SKELTON—1920—(G & H) Hy, 26216.
Small —1920 (S-9, S-10)—(A) Bk, 317; (B) Bk, 235; (F) Bk, 417T; (G & H) 208RT; (J) 306DR; (O) 205; (AA) 208; (BB) 207; (DD & EE) 305.

SOUTHERN—1920 (S-64)—(A) Br, 336TXL; (B) 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

SPHINX -1915-16-17 (A-3, B-16)—(F) Hy, 18829; (G & H) Hy, 26069; (AA) Hy, 26518 (BB) Hy, 26737; (DD & EE) Hy, 16517.

1916--(D & E) Bower, 209AL; (G) Bower, 209A.

STANDARD—1916-17 (30 Chain)—Tim. Brgs. ;(A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 395-3920; (H) 375-3720; (J) 336-3320; (K) 456-4520; (O) Ann, 205; (Q) HB. 302; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone

6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA, BB, DD & EE) 335-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA, BB, DD & EE) 335-3320; (D & E) 3360-3320; (D & E) 3360-3

^{*} Replaced by G.M.C. Axle, July 1st, 1920, using Hy 26469 for DIFFER and Hy, 26655 for HUBS.

Regarding Service on Bearings

IN order to continue for the millions of car and truck owners, a broad and comprehensive service on Timken, Hyatt and New Departure bearings, the present plan whereby the Bearings Service Company has acted for six years as the service department of the manufacturers of Timken, Hyatt and New Departure bearings has been supplanted by a new arrangement.

APART of this arrangement will be consumated beginning October 1, 1922 and the plan in full will be completed by January 1, 1923.

THE Bearings Service Company throughout its organization will continue to service Timken bearings just as it always has in the past until January 1, 1923.

BEGINNING October 1, 1922, United Motors Service Incorporated will begin to act for the Hyatt Roller Bearing Company and for the New Departure Manufacturing Company as the service department of these bearing manufacturers in a similar manner to the way in which the Bearings Service Company has acted in the past.

DURING the months of October, November and December, 1922, the Bearings Service Company and after that date The Timken Roller Bearing Service and Sales Company will act in the servicing of Hyatt and New Departure bearings as authorized service distributors for these products in the following cities where it has direct branches but where United Motors Service does not have branches.

Pittsburgh117 S. Highland Ave.	Baltis
Portland	Newa
Brooklyn1408 Bedford Ave.	Oklal
Fresno907 Van Ness Ave.	Rich
Milwaukee145 Oneida St.	Birm
Salt Lake City 64 W. 4th St. S.	Winn

ON and after January 1, 1923, a new concern to be known as The Timken Roller Bearings Service and Sales Company will service Timken Tapered Bearings and maintain direct branches in the same 32 cities and at the same addresses at which the Bearings Service Company's direct branches are now located.

Bearings Service Company

THIRTY-TWO BRANCHES

Atlanta Baltimore Birmingham Boston Brooklyn

Buffalo Chicago Cleveland Dallas Denver Detroit Fresno Indianapolis Kansas City Los Angeles Milwaukee Minneapolis Newark New Orleans New York Oklahoma City Omaha Philadelphia Pittsburgh Portland, Ore. Richmond Salt Lake City San Francisco

Seattle St. Louis Toronto Winnipeg

STANDARD—Continued

1916—(O) 205; (AA) 211; (BB) 307; (DD & EE) 306.

1919-20-21 (56, 1K)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (F) 539-532; (G & H) 397-392; (J) 444-432; (K) 456-453; (N) SKF. 1304-A; (O) 205; (P) 277; (Q) 209; (BB) 339; (CC) 235; (DD & EE) 306.

1919-20 (76)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532, (K) 5578-5521; (O) 205; (P) 208DR; (Q) 209; (AA) 337; (BB) 339; (CC) 306; (DD & EE) 319.

1919-20 (66)—Tim. Brgs., (A) 4550-4520; (B) 4361-4320; (C) 443B-4320, (D) 6552-6521, (E) 5755-5720; (C & H) 5757-5720; (J) 559-552; (K) 6375-6323; (C) 205; (P) 208DR; (Q) 209; (AA) 419-336; (BB) 357; (CC) 306; (DD & EE) 339; (KK & LL) 579.

1919-20-21 (36, 5K)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375-6323; (K) 6455-6422; (O) 205; (P) 208DR; (Q) 209; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415; (KK &)LL) 579.

STANDARD SIX—1914-15 (Touring)—(F) Hy, 16722; (G & H) Hy, 26062.
1916-17 (Pleas.) Tim. Brgs; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.
1918 (Mod. E)—(DD & EE) Hy, 17799.

STANDARD "8"—1919 (H)—Tim. Brgs; (A) 415-3416; (B) 2382-2330; (E) 458T-454; (G & H) 376T-3720; (J) 317-312; (K) 439T-432; (O) 205.

1920 (I)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (E) 458T-454; (G & H) 377 3720; (J) 3196-3120, (K) 439T-432. (O) 205

STANLEY-1915 (8-14)-Tim. Brgs , (A) 419-412; (B) 316-312; (C) 3656B-3620; (G & H)

1915 0716)—Tim. Brgs.; (A) 415-412; (B) 316-312; (G & H) 415-412. 1916-17 (716-724) Tim. Brgs.; (A) 415-412. (B) 316-312; (D) 456-4520; (G & H) 435-4320 1920-21 (735)—(A) Bk, N308-108; (B) Bk, 316-31; (F) 211DR; (G & H) Bk, 435-43; (Dynomo Pinion—Drive Rod Gear for Pumps) 205: (Pump Prive Rod Crank) 202

STANWOOD—1920—(A) Bk, N307; (B) Bk, N305, (D & E) Bk, 276-27; (G & H) Bk, N210 (K) Bk, 3191-3110, (J) Bk, N308

STEARNS KNIGHT—1914 (SK 4)—Tim Brgs; (A) 415-412; (B) 316-312, (D) 397-394 (E & G) 375-3720; (H) 539-532; (O) Ann, 304; (AA) Ann, 210; (BB) Ann, 308; (DD) Anniace

306
1914 (SK. 6) — Tim. Brgs., (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 397-394; (E & G) 375-3720, (H) 539-532; (O) Ann, 305; (AA) 310; (BB) Ann, 3090; (DD & EE) 306.
1915 (SK. 4) — (A) Tim, 419-412; (B) Tim, 316-312; (D) Tim, 397-394; (E & G) Tim, 375-3720; (H) 539-532; (J & K) 308, (O) 304; (AA) 210; (BB) 308; (CC) 304; (DD & EE) 306.
1915 (SK. 6) — (A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 365-3620; (D) Tim, 375-3720; (E & G) Tim, 375-3720; (H) Tim, 539-532; (J) 308; (K) 309; (O) 304; (AA) 310; (BB) 309; (CC) 305; (DD & EE) 306.
1916-17 (4) — (F) Hy, 26777; (C & H) Hy, 27032; (DD & EE) Hy, 17799; (FF) Hy, 26972; (J) 209DR; (AA) 210, (BB) 307; (DD & EE) Hy, 17799; (FF) Hy, 26972; (J) 308DR.
1917 (Pleas.) — (A) Tim 415-419; (E) Tim, 269-870.

308DR. 1917 (Pleas.)—(A) Tim, 415-412; (B) Tim, 258-2520. 1917 (SKL-432(SK-8-33)—(F) Hy, 17074; (G & H) Hy, 27032; (DD & EE) Hy, 17799

(FF) Hy, 26972. 1918 (SKL-8, SKL-4)—(F) Hy, 17074; (G & H) Hy, 26474; (DD & EE) Hy, 17799; (FF Hy, 26972.

119, 20972. 1919-20-21 (SKL-4)—(A) Bk, 418-41; (B) Bk, 316-31; (F) Hy, 17074; (G & H) Hy, 26474; (J) Hy, 27793, (K) 308DR; (O) Hy, 27787; (P, AA) 210; (BB) 307; (CC) Hy, 16828; (DD & EE) Hy, 27799; (FF) Hy, 26972.

STEGMAN-1915 (1 Ton)-Tim. Brgs.; (A) 3750-3720, (B) 3360-3320; (D) 4558-4520; (E)

-Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520 (E) 4360—1915 (3 Ton)—(E) 5355-5320. 4365-4320 Tim. Brgs.; (A) 4550-4520; (B) 4361-4320, (C) 443B-4320; (D) 6356-6321

(E) 5355-5320.

1917 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-552; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1917 (2½ Ton)—Tim. Brgs.; (A) 3360-3320; (B) 4558-4520; (D & E) 5756-5720; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 861-852, (E) 6552-6521, (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 861-852; (E) 6552-6521 (C & H) 5756-5720; (J & K) 559-552; (AA) 337-3320, (BB, DD & EE) 335-3320; (CC) 257

STEPHENS (Six)—(A) Bower, 307N; (B) Bower 305A; (D & E) Bower, 210A; (G & H) 209RT; (J & K) 406; (O) 205; (BB) 307.

1919 (1-Series 80)—(A) Br, 307N, (B) Br, 305AXL; (D & E) Br, 210AXL; (G & H) 209; (J) 306, (K) 406; (S, AA) 209DR; (BB) 307DR; (P, Q, GG, KK & LL) Spec.; (O) 205.

1919-20 (2, 3-Series 80)—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, 209-09A; (J) Bk, 308; (K) 3191; (O) 205; (Q, GG, KK & LL) Spec; (S, AA) 209DR; (BB) 307DR

1921 (4-Series 80)—Tim. Brgs. from A-K; (A) 415-412A; (B) 2382-2320; (F) 458T-454; (G & H) 377-3720; (J) 3196-3120, (K) 439T-432, (O) 205; (Q, GG, KK) Spec.; (S, AA) 209DR, (BB) 307DR

STERLING—1919-20-21 (1½ Ton)—Tim Brgs; (A) 4364-4320; (B) 3161-3120;; (D) 6378-6320, (G & H) 477-473; (J) 456-453; (K) 539E-532; (N) 309; (O) 205, (Q) 209; (AA) 344-333; (BB) 339-333; (CC) 306-303; (DD & EE) 319-313; (GG) Hy, C600, (HH) Hy, 27095-1919-20-21 (2 Ton)—Tim. Brgs; (A) 4558-4520, (B) 3360-3320; (C) 341B-3320, (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521, (N) 307; (O) 205; (Q) 209; (AA) 344-333; (BB) 339-333; (CC) 306-303, (DD & EE) 319-313; (GG) Hy, C600; (HH) Hy, 27095, 1919-20-21 (2½ Ton)—Tim. Brgs; (A) 4584-820; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 307; (O) 205; (Q) 209; (AA & BB) 357-353; (CC) 306-303; (DD & EE) 339-333; (GG) Hy, C-600; (HH) Hy, 27095.

209; (AA & B) 357-365; (CC) 306-305; (DD & EE) 339-335; (CG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (3½ Ton)—Tim. Brgs; (A) 4550-4520; (B) 4361-4320; (C) 443-4420; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720, (J) 559C-352, (K) 6359-6320; (O) 204; (P) 308; (Q) 209; (AA) 210; (BB) 214; (CC) Hy, 17987, (DD) 307; (EE) 309, (FF) Hy, 27985; (GG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (5 Ton-Worm)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 305; (P) 308; (Q) 210; (AA) 212; (BB) 214; (CC) Hy, 17987; (DD & EE) 309; (FF) Hy, 27986; (GG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (5 Ton-Chain)—Tim. Brgs.; (A) 5550-5520; (B) 5357-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) Hy, 56657, (Jack Shaft Bearing R & L) 313 DR; (O) 305; (P) 308; (Q) 210; (AA) 212, (BB) 214, (CC) Hy, 17987; (DD & EE) 309; (FF) Hy, 27986. (GC) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (7½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (Jackshaft Bearing, R & L) 313 DR; (O) 205; (P) 308; (Q) 210; (AA) 212; (BB) 214; (CC) Hy, 17987; (DD & EE) 309; (FF) Hy, 27986; (GG) Hy, C-600; (HH) Hy, 27095.

STERNBERG & AMS STERLING—1912-13-14-15 (2, 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.

1912-13-14-15 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.

1914-15 (6, 7 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.

1916 (5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321; (AA) 440-4320; (BB) 435-4320; (CC) 335 cone; (DD & EE) 415-412.

1916 (2, 334 Ton)—Sterling numbers 3003 to 3102; (A) 312, (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410: (O) 205; (Q) 209; (AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) Tim. 257.

1915-16 (3½ Ton)—Sterling numbers 3243 to 3557; (A) 312; (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209.

1917 (2½, 3½ Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) 257.

1917 (3½ Ton)—(Q) 209; (AA) 214; (BB) 309; (DD & EE) 307.

1917 (5 Ton)—(O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.

1917 (7 Ton)—(D) Tim, 936-932; (E) Tim, 6554-6521; (O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.

STEVENS DURYEA—1909 (5, 8, 9, A) Tim. Brgs.; (D & E) 4354-4320; (G) 3762-3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320.

1910-11 (AA, AAA)—Tim. Brgs.; (A) 357-353; (B) 305-303.

1910 (Mod. S) (A) 308; (B) 404; (D) 210; (E) 311; (J) 309; (K) 311; (O) 305; (AA) 307; (BB) 308; (DD & EE) 306; (BB) 308; (DD & EE) 306; (GG) 2 No. 303; (HH) 303.

1920 (E) -(A) 309, (B) 405; (C) 2993; (D, G, H, K) 311; (E) 210; (J) 309DR; (O, DD & EE) 306; (Q, KK & LL) Spec.; (BB) 308; (GG) 302; (HH) 303DR.

STEWART IRON WORKS—1913 (1 Ton)—Tim. Brgs.; (A) 3757-3720; (B) 3362-3320; (D) 4553-4520; (E) 4351-4320

STEWART—1918 (8) (A) Br, 308AXL; (B) Br, 305AXL

1920—(B) (A) Bk, 336; (B) Bk, 236.

1916 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; Hy, 16670; (G) 456-454; Hy, 26069; (H) 559-552; Hy, 26069; (J) 439-4320; (K) 539-5320; Hy, 26068.

1916 (Delivery)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

1918 (1,500 lbs.) (F & J) 306DR; (O) 205; (AA) 207DR; (BB) 305DR.

1918 (1,500 lbs.) (F & J) 307DR; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (3/ Ton)—(E) Br, 308; (J) 307DR; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (3/ Ton)—(C) Br, 308; (J) 807DR; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306,

1919 (1,1½ Ton)—(A) Bk, 435; (B) Bk, 316; (D & E) Hy, 16670; (F) 307DR; (G & H)

Hy, 26069; (J) Hy, 26668; (O, Q) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306; (GG)

Hy, 29097.

1919-20 (2 Ton)—(A) Bk, 455; (B) Bk, 355; (D & E) Hy, 26662; (G & H) Hy, 26388; (D)

1919 (20 Ton)—(A) Bk, 455; (B) Bk, 355; (D & E) Hy, 26662; (G & H) Hy, 26388; (D)

Hy, 29097.

1919-20 (2 Ton)—(A) Bk, 455; (B) Bk, 355; (D & E) Hy, 26662; (G & H) Hy, 26388; (J) Hy, 2977; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919-20 (2 Ton)—(A) Bk, 455; (B) Bk, 355; (D & E) Hy, 26662; (G & H) Hy, 26388; (J) Hy, 2677; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GC) Hy, 29097.

1919-20-21 (Deliver 11)—(A) Bk, 336; (B) Bk, 236.

1920 (8, 12-1 Ton)—(D & E) Hy, 46670; (G & H) Hy, 26069; (J) Hy, 26668; (O) 205; (AA) 209; (BB) 307; (GC) Hy, 29097.

1920 (9-1)4 Ton)—(D & E) Hy, 46670; (G & H) Hy, 26069; (J) 26668; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (11-34 Ton)—(D & E) Hy, 46667; (G & H) Hy, 26391; (J) Hy, 16594; (O) 205; (AA) 209; (BB) 307; (GG) Hy, 29097.

1920 (10-34) Ton)—(D & E) Hy, 47893; (G & H) Hy, 26480; (J) Hy, 26669; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.

1920 (7 X)—(D) 308DR; (J) 307DR; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306;

STODDARD DAYTON—1912 (30-38)—(D) 309; (E) 209; (G & H) Hy, 26056;)AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
1912 (S.D-48) —Tim. Brgs.; (A) 336-3320; (B & J) 317-312; (G, H & K) 375-3720.
1912 (48-58 Knight)—Tim. Brgs.; (A) 336-3320; (B) 317-312; (G, H & K) 456-4520; (J) 327-3290

337-3320 [Pl.2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320, (C, H & AA) 3762-3720; (J) 417-412; (K) 3554-3520; (BB) 417-412; (DD & EE) 3360-3320. [Pl.2-Tol.] Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (C, H & AA) 3955-3920; (J & BB) 3762 3720; (K) 955-920; (DD & EE) 4450-3240; (E) 5355-5320; (C, H & AA) 3955-3920; (J & BB) 3762 3720; (K) 955-920; (DD & EE)

59459-5920; (D) 6550-6521; (B) 6350-6321; (B) 5325-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G, H & AA) 3955-3920; (J & BB) 455-4520; (K) 954-920; (DD & EE

STOUGHTON—1920-21 (A-1-Ton)—(A) Bk, 308; (B) Bk, 307; (F) 311DR; (G & H) 213; (J) 307; (K) 407DR; (N) 307; (O) 205, (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim 235; (DD & EE) 306.

1920-21 "—[½] Ton)—(A) Bk, 308; (B) Bk, 307; (F) 311DR; (G & H) 215DR; (J) 407; (K) 408DR; (N) Tim, 335-3320; (O) 205; (Q) 209; (A) A Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306

1920-21 (D-2 Ton)—(A) Bk, 310; (B) Bk, 308; (F) 312DR; (G & H) 218DR; (J) 407; (K) 410DR; (N) Tim, 335-3320; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306 (DD & EE) Tim, 319.

1920-21 (F-3 Ton)—(A) Bk, 310; (B) Bk, 308; (F) 314DR; (G & H) 217DR; (J & K) 408; (L) 3107; (N) Tim, 419; (O) 205; (Q) 209; (AA & BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339.

STUDEBAKER—1914-15 (E-3 6-Cyl. & Del.)—Tim. Brgs; (A) 3196-3120; (B) 2380-2330; (D & E) 358-354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.

1914-15 (SC. 25-4 Cyl.)—Tim. Brgs.; (A) 2690-2630; (B) 751-730; (D & E) 358-354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530, (BB) 365-363.

1916 (Jitney 1 Ton.) ½ Ton)—Tim. Brgs; (A) 3196-3130; (B) 2380-2330; (D & E) 462-453; (G & H) 375-3720; (J) 421-414; (AA) 256-2530, (BB) 365-363.

1916-17 (Jitney Bus.)—Tim. Brgs; (A) 3196-3130; (B) 2380-2330; (D, E, G & H) 3955-3920; (J) 421-414; (AA) 256-2530; (BB) 365-363.

1916-17 (426 Pl. 17 & 18 Ser.)—Tim. Brgs; (A) 3196-3130; (B) 2380-2330; (D & E) 365-363; (C & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.

1919-20-21 (EG, EH)—Tim. Brgs; (A) 2382-2330; (B) 3381-3331; (F) 435T-432; (G & H) 366-363; (J) 317-312; (K) 441-432; (Q) 209DR; (AA) 2382-2330; (BB) 3196-3120.

1919 (SH-4)—Tim. Brgs; (A & B) 2785-2729; (F) 415T-414; (G & H) 366-363; (J) 225-2530; (K) 3196-3120.

1920-21 (EJ)—Tim. Brgs; (A) 1751-1730; (B) 2785-2729; (F) 3381T-3320; (G & H) 366-363; (J) 2690-2620; (K) 3196E-3120; (AA) 09070; (BB) 2690-2620.

STUTZ-1913 (Mod. B)-(G & H) 310; (O) 305; (Q) 209; (AA) 209; (BB) 307; (CC) 304;

(DD & EE) 306.

(B) Tim, 337-3320; (B) Tim, 236-2320; (F) Hy, 18255.

1912-13-15-(A) Tim, 337-3320; (B) Tim, 236-2320; (F) Hy, 18255.

1914 (All Mods.)—Tim Brgs; (A) 419-412; (B) 316-312; (C) 3656B-3620; (AA) 337-3320; (BB, DD & EE) 355-3320; (CC) 257.

(Mod. A & B)—(F) 407; (J) 209DR; (K) 307DR; (AA) 306DR; (BB) 209; (CC) 304.

1916—(A) 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (AA) US. 306; (BB) US. 307; (CC) US. 302.

(CC) US. 302.

1917 (A.-E.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620.

1916-17 (Mod. R) -(F) 408; (G & H) 310; (K) 307; (AA) 305; (BB) 310; (CC) 307; (DD & EE) 306; (GG) 302.

1916-17-18 (C, SMR, MR).—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620.

1919 (Series G).—(AA) 310; (BB) 307; (CC) 305; (DD & EE) 306.

1919-20—(A) Bk, 419; (B) Bk, 316; (C) 3654; (G & H) Bk, N211 S.

1920—(F) 409; (J) 305; (K) 407DR; (AA) 310; (DD & EE) 306.

1921 (Series K).—(A) Bk, 419; (B) Bk, 316; (F) Spec. 409; (G & H) Bk, H2115; (K) 407DR; (Clutch Housing, Rear) 207DR; (O) 205; (BB) 407; (CC) 305DR; (DD & EE) 306; (HH) 303, front gear; 304, rear gear.

STUTZ FIRE ENGINE-1920-21-(A) Bk, N310; (B) Bk, N309; (D) Bk, N312; (E) Bk,

SULLIVAN—1916 (Mod. E) Tim. Brgs.; (AA) 344-333; (BB) 339-333; (CC) 306 cone; (DD & EE) 319-313.

SULLIVAN -Continued

1917 (Mod. E) = Tim. Brgs.; 520 Front Axle; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) 205, (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.

1917 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6551.

1915-16-17 (1½ Ton)—(G & H) Hy, 26057; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE)

1917 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6551.
1915-16-17 (1½ Ton)—(G & H) Hy, 26057; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
1918-19 (1½ Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
1918 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gur. 205.
1918 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6552.
1919 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gurney, 205.
1919 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gurney, 205.
1920 (H)—(O) 205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 316

SUN-1916 (16)—(F) 209; (G) 0209; (H) 209; (J) 207; (K) 307; (O) 205; (AA) 209; H₃ 27797; (BB) 307; H₃ 27899; (D & E) H₃, 26972; (FF) H₃, 26956; also (D & E) Bower 209AL.

1917 (17)—(D & E) Bower, 209AL; (F) 309; (BB) 307; (CC) 210; (DD) 305; (EE) 306.

SUPER TRUCK-1919 (30-11/4 Ton)-(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE 306.
1919 (60-3, 70-3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 413DR; (O) 205; (Clutch Housing, Rear) 208; (AA & BB) 308; (CC) 304; (DD & EE) 306 1919 (100-5 Ton)—(A) 315DR; (B) 314DR; (F) 319DR; (G & H) 220DR; (J) 410; (K) 414DR; (O) 205; (AA & BB) 310/ (CC) 305; (DD) 307, (EE) 308.
1919 (40-2 Ton)—(A) Tim, 4554-4520; (B) Tim, 3660-3220; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (GG) Hy, 29097.
1919-20 (50-2½ Ton)—(A) 310DR; (B) 309DR; (F) 314DR; (G & H) 217DR; (J & K) 408; (O) 205; (Clutch Housing, Rear) 208; (AA & BB) 308; (CC) 304; (DD & EE) 306.
1920 (30-3½, 40-2 Ton)—(G) Hy, 29097.
1920 (70-3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.
1920 (100-5, 150-7½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.
1920 (100-5, 150-7½ Ton)—(A) 312DR; (B) 311DR; (F) 319DR; (G & H) 220DR; (J) 410; (K) 414DR; (AA) 309; (BB) 310DR; (CC) 310, (DD) 308; (EE) 309; (GG) Hy, 29097.

TAIT BROS.—1917 (A 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320 (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320 (DD & EE) 316-312. (B) 3360-3320; (C) 341B-3320; (D & E) 5553 5520; (G & H) 559C-552; (J & K) 539C-532

TARKINGTON—1926—Tim Brgs.; (A) 3381-3320; (B) 2380-2320; (D) 439T-432; (G & H 375-3720; (J) 2786-2720; (K) 441-432.

TEGETMEIER & REIPE—1918-19 (M)—Tim. Brgs.; (A) 4558-4521; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1920 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521.

TEMPLAR—1919-20-21 (445-A445)—(A & J) Bk, 335; (B & C) Bk, 236; (F) 307DR; (G & H) Bk, 355; (AA) 210; (BB) 307; (GG) Hy, 29095.

FEXAN—1918 (Pleas.)—Tim. Brgs.; (A) 317-312; (B) 235-2330; (D & E) 277-274.
1920 (A-38)—(G & H) Hy, 26216; (J) 306DR; (K) 206; (O) 205; (AA) 207.

THOMAS, E. R.—1911 (7-8-9-12 K-2, K-3)—(A) Tim, 3750-3720; (B) Tim, 3154-3120.
1912 (6-40 MC)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3654-3620; (D, E & G) Tim, 375-3720; (H) Tim, 456-4520; (I) HB. 110-F; (J) Tim, 336-3320; Ann, 409; (K) Tim, 435-4320; Ann, 212; (O) Tim, 395-3920; Ann, 206; (AA) 307; (BB) 308; (DD & EE) 406; (GG) 203-1916 (M-C)—Tim. Brgs.; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 530-632.

THOMAS AUTO TRUCK—1917 (40)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320, (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

THREE POINT TRUCK—1920 (A-13)—Tim. Brgs.; (A) 6358-6320; (B) 4364-4320; (G & H 780-772; (J & K) 6377-6320; (BB) 539-532; (DD & EE) 4364-4320.

TIFFIN—1917 (M-W 2-Ton)—Tim. Brgs; (A) 4558-4520; (B) 3360-3320; (D & E) 5553 5520; (C & H) 559C-552; (J & K) 539C-532; (AA) Hy, 26557; (BB) Hy, 26697; (DD & EE

5520; (G & H) 559C-552; (J & K) 539C-532; (AA) Hy, 26557; (BB) Hy, 26097; (DD & EL-Hy, 16698; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698.

1918 (2 Ton)—Tim. Brgs.; (A) 4553-4520; (B) 3360-3320; (C) 241-3320; (D & E) 5552-5520; (G) 559-552; (H & J) 539D-532.

1918 (MC-2, 2½, 3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

1919-20-21 (1½, 2½ Ton)—(A) Bk, N310; (B) Bk, N308; (AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698; (GC) Hy, 29097.

1919-20-21 (3½ Ton)—(A) Bk, N312; (B) Bk, N311; (AA) Hy, 57789; (BB) Hy, 57896; (DD & EE) Hy, 16748; (GG) Hy, 29097.

1919-20-21 (5-6 Ton)—(A) Bk, N315; (B) Bk, N314; (AA) Hy, 56495; (BB) Hy, 56687; (CC & FF) Hy, 17966; (DD & EE) Hy, 17986; (DG Hy, 29097.

1920 (A-¾ Ton)—(G) Hy, 26219; (GG) Hy, 29097.

TIT—1918-19 (Transport-Heavy Duty 3½-5 Ton)—(E) Bower, 318NDT; (F) (G & H) Hy, 26480; (K) Hy, 26669.

TITAN—1919 (5-6 Ton)—(E) 318DR; (J) 310DR; (K) 410DR; (O) 205; (AA) 213DR (BB) 309DR; (DD & EE) 307.
1920-21 (2½ Ton)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D & E) Hy, 26662; (G & H) Hy, 26388; (J & K) Hy, 56777; (O) 205; (AA & BB) 308; (DD) 305; (EE) 306; (GC) Hy 29097.

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1918-19-20-21 (3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320; (D & E) Hy, 47893; (G & H) Hy, 26480; (J & K) Hy, 26669; (O) 205; (AA & BB) 309; (CC, FF) Hy, 26839; (DD) 306; (EE) 307; (GG) Hy, 28097.

1918-19-20-21 (5-6 Ton)—(A) Tim, 5554-5520; (B) Tim, 5354-5320; (D & E) Hy, 47893; (G & H) Hy, 26480; (J & K) Hy, 26690; (O) 205; (AA & BB) 310; (CC & FF) Hy, 17966; (DD & EE) 307; (GG) Hy, 29097.

TOURAINE-1914 (12)-(A) Tim, 415-412; (B) Tim, 316-312; (C) 3656B-3620; (K) Spec Ann, No. 307 x 1½ ". 1916—(J) 306; (K) 406; (BB) 307.

TOWER—1917 (½ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1918 (B)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473: (J & K) 456-453.

1919-20 (J-1½, H2½, G3½ Ton)—(GG) Hy, 29097.

TRAFFIC 1918 (2 Ton)-(G) Hy, 26219; (AA) Hy, 27797; (DD & EE) Hy, 26972; (FF

Hy, 26956.

1919 (Mod. A)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) Bower, 309M; (E) Bower, 307M; (G) Hy, 26219; (H) 208; (J) 306; (K) 406; (N) Hy, 18297; (W) 2.1875" ID x 2.875" long; (X) 2.218" ID x 2.500" long; (Y) 2.250" ID x 3.000" long; (AA) Hy, 17797; (BB) ND Spec; 307; (CC) Hy, 16957; (DD & EE) Hy, 16972; (FF) Hy, 26956; (KK & LL) 1843" (DD x 1.125" ID x 0.6875" long.

1919 (C)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) Br, 309M; (E) Br, 307M; (G) Hy, 1447; (H & Thrust) 208DR; (J) 306DR; (K & L) 406DR; (N) Hy, 18297; (Q) Spec; (S, CC) Hy, 16957; (AA) 209; (BB) 307DR; (DD & EE) 306; (FF) Hy, 26956; (KK & LL) 205DR.

(S, CC) 205DR.

TRANSIT—1916 (3 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

TRANSPORT TRACTOR—1917—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (F) Hy, 26662; (G & H) Hy, 26388; (AA) 337 3320; (BB, D. & EE) 335-3320; (CC) 257 Cone; (GG) Hy, 29097.

TRANSPORT TRUCK -1920-21 (20-1 Ton)—(A) Bk, 435; (B) B: 316; (D) Hy, 16670; (E & J) 307DR; (G & H) Hy, 16069; (I) Spec. 243E; (K) Hy, 26668; (D) 205; (Q) 212; (AA) 304; (BB, CC) 307; (DD) 305; (EE) 306; (GC) C-600.

1919-20-21 (30-1½ Ton)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (£, J) 307DR; (G & H) Hy, 16069; (I) Spec. 243E; (K) Hy, 26668; (N) 308; (O) 205; (Q) 212; (AA) 304; (BB) 307; (CC) 308; (DD) 305; (EE) 306; (GG) C-600.

1919-20-21 (50-2½ Ton)—(A) Bk, 455; (B) Bk, 335; (D) Hy, 26668; (E) 308DR; (G & H) Hy, 26057; (I) Spec. 53-E; (J) 307DR; (K) Hy, 26777; (N) 308; (O) 205; (Q) 212 (AA) 304; (BB & CC) 308; (DD & EE) 306; (GG) C-600.

1920-21 (70-3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320; (C) F-247; (D) Hy, 17897; (E) 410DR; (G & H) H\$; 26480; (I) Spec. 53-E; (J) 310DR; (K) Hy, 26669; (N) 308; (O) 205; (AA & CC) 309; (BB & FF) R-287; (DD) 306; (EE) 307; (GG) C-600.

TRIANGLE—1919-20-21 (Mod. A)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (E, J, Internal Gear Pinion) 307DR; (G & H) Hy, 26069, (K) Hy, 26668; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1919-20-21 (Mod. B)—(A) Tim, 554-520; (B) Tim, 381-320; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (J) 307DR; (K) Hy, 26777; (Internal Gear Pinion) 309DR; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.

1919-20 (Mod. AA)—(A) Tim, 381-320; (B) Tim, 382-320; (D) Hy, 16667; (E & J) 306DR; (G & H) Hy, 26391; (K) Hy, 16594; (Internal Gear Pinion) Hy, 16215; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1919-20 (Mod. C.)—(A) Tim, 554-520; (B) Tim, 381-320; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (J) 307DR; (K) Hy, 26777; (Internal Gear Pinion) 309DR; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

FRIUMPH-1920 (H-1½ Ton)-(G) Hy, 26084; (H) Hy, 26085.

TRUXTON—Attachment for any car—1919—(2500)—(D) Br, 307N; (E) Br, 309N; (H) 208; (J) 306DR; (K) 406.
1919 (E-3 Ton)—(G) Hy, 26084; (H) Hy, 26085.
1919 (H-5000)—(J) 307DR; (K) 407.
1919 (B,D for Fords)—(G) Hy, 26084; (H) Hy, 26085; (J) 307DR; (K) 407.
1919 (AC-1½ Ton, for Fords)—(G) Hy, 26219.

TULSA—1918 (Mod. T-A-B)—(G & H) Hy, 26218.
1919 (TA)—(D & E) Br, 208AX; (G & H) Hy, 26216; (I) Salis, 6177; (J) 208; (K) 406.
1920-21 (E)—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

TWIN CITY-1920 (2 Ton)-(D & E) Hy, 26662; (G & H) Hy, 26388; (J) Hy, 56777; (GG) 1920 (3½ Ton)—(AA & BB) 309; (DD) 306; (EE) 307.

UNION—(F) 309; (G & H) 0209; (K) 0307;)Q) 205; (AA) 209; (BB) 307.
1919-20-21 (F-2½ Ton)—(A) Bk, N310; (B) NBk, 308.
1919-20 (H-4 Ton)—Tim. Brgs.; (A) 5554-5520; (B) 5354-5320; (G & H) 456-452; (J) 3554, 3520; (K) 460-452; (GG) Hy, 29097.

UNITED ENGR. CO.-1920-(A) Br, 317TX; (B) Br, 235TX; (D & E) Br, 208AX

UNITED MOTORS—1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) Bower, 319NDT; (D, G & H) 780-772; (E) 6562-6521; (J & K) 6359-6320.

1919-20 (Mod. A)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D) Hy, 16670; (E & J) 307DR; (G & H) Hy, 26069; (K) Hy, 26668; (N) 307; (O, 205; (Q) 209; (AA) Tim, 277-274; (BB) Tim, 339-333; (CC) Tim, 235; (DD & EE) 306-303; (GG) Spec.

1919-20 (Mod. B)—(A) Tim, 3702-3720; (B) Tim, 3360-3320; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (J) 307DR; (K) Hy, 2677; (O) 205; (Q) 209; (AA) Tim, 337; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319; (GG) Spec.

1919-20 (C)—(A) Br, 312; (B) Br, 311; (D) Hy, 17897; (E) 410DR; (G & H) Hy, 26480; (I) SKF. 709; (J) 310DR; (K) Hy, 26689; (O) 205; (Q) 209; (AA) Tim, 337; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319; (GG) Spec.

1919-20 (V)—(A) Br, 312; (B) Br, 311; (D) 318-DR; (E) Hy, 17897; (G & H) Hy, 26480; (I) SKF. 709; (J) 310DR; (K) Hy, 26669; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415.

U. S. TRUCK—1913-14-15-16 (E 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5563-5520; (E) 4554-4520.

1918 (Army AA)—(O) 205; (P) 308; (Q) 0210; (AA) 308; (BB) 308; (DD) 308; (EE) 307;

1918 (Army AA)—(O) 205; (P) 308; (Q) 0210; (AA) 308; (BB) 308; (DD) 308; (EE) 307; (GG) 304.

1918 (Army A)—(G & H) 0310; (J) 308; (K) 409; (O) 205; (P) 308; (Q) 0210; (AA) 309; (BB) 309; (DD) 307; (EE) 308; (GC) 304.

1918 (Mod. B)—(O) 205; (P) 308; (Q) 0210; (AA) 311; (BB) 410; (DD) 407; (EE) 408; (GC) 304.

1920-21 (N)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (D) Hy, 16670; (E, J) 307DR; (G & H) Hy, 16669; (I) 234-E; (K) Hy, 26668; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) Tim, 306; (GG) Hy, 29097.

1920-21 (NW)—(A) Tim, 435-4320; (B) Tim, \$191-3120; (F) Br, 311; (I) 215; (J) 407; (K) 408DR; (O) 205; (O) 209; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) Tim, 306; (GG) Hy, 29097.

1920-21 (R)—(A) Bk, 310; (B) Bk, 308; (F) 314; (I) 217; (J & K) 408; (M) 3107-D; (O) 205; (P) 208; (Q) 209; (AA) Tim, 337; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319; (GG) Hy, 29097.

1920-21 (S)—(A) Bk, 312; (B) Bk, 311; (F) Br, 317; (I) 219; (J) 409; (K) 413; (O) 205; (P) 208; (Q) 209; (AA) Tim, 336-319; (BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339; (GC) Hy, 29097.

1920-21 (T)—(A) Bk, 312; (B) Bk, 311; (F) 319; (I) 220; (J) 410; (K) 414DR; (O) 205; (P) 208; (Q) 209; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Hy, 29097.

UNIVERSAL SERVICE—1917 (1 Ton)—(AA) Hy, 17026; (BB) Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820.

Hy, 16506; (FF) Hy, 16820.

VELIE (Ser. 9-10-11)—1914-15 (3, 4, 5 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320-(C) 443-4320; (D) 6550-6521; (E) 6364-6321; (G & H) 395-3920; (J) 337-3320; (K) 440; 4320; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-412.

1915 (Ser. 12-14)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720-(H) 4564-4520; (J) 317-312; (K) 440-4320.

1915 (Ser. 15)—(A) Tim. 337-3320; (B) Tim. 236-2330; (G & H) Tim., 375-3720; (J) Tim; 255-2520; (K) Tim., 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.

(Ser. 22)—(F) Hy, 16691; (G & H) Hy, 26486; (J) ND 306; (K) 406; (O) 205; (AA) 209; (BB) 307; (D) 306; (K) 406; (O) 205; (AA) 209; (BB) 307; (D) 306; (K) 406; (O) 205; (AA) 209; (BB) 307; (D) 306; (K) 406; (D) 205; (AA) 209; (BB) 307; (D) 306; (K) 406; (D) 205; (AA) 209; (BB) 307; (D) 366-2520; (G & H) 375-3720; (J) 256-2520; (K) 417-412.

1915 (Mod. U)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.

(2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5560-5520; (E) 5351-5320; (C & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 435-4320.

1913 (40)—(BB) 307; (DD & EE) 306.

1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 436-4320; (D) 2 EE) 305.

1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 436-4320; (D) 4 EE) 306.

1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 4 EE) 305.

1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 4 EE) 305.

1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 4 EE) 305.

1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 4 EE) 305.

1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 4 EE) 305.

1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 449-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5755-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 440-4320; (CC) 335 cone; (D) & EE) 415-412.

MOTOR RECORD, OCT., 1922 VELIE-Continued (E) \$755-5720; (G & H) \$756-5720; (J & K) \$59C-552, (AA) \$36-3320; (DD & EE) \$415-412.
1917 (27)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 205; (AA) 210, (BB) 307; (DD & EE) 305-3520; (J) 334-3320; (K) 257-2520; (B) 235-2320; (D & E) 415T-412A; (G & H) 355-3520; (J) 257-2520; (K) 3381-3320; (O) 205; (AA) 209, (BB) 307
1918 (38)—Tim, Brgs.; (A) 317-312; (B) 2382-2320; (D & E) 415T-412A; (G & H) 355-3520; (J) 257-2520; (K) 3381-3320; (O) 205; (AA) 209, (BB) 307
1918 (39 Sport)—Tim, Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720, (J) 255-2530; (K) 417-412; (O) 205, (AA) 210, (BB) 307; (DD & EE) 305.
1918 (25B)—Tim, Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1919-20 (38)—Tim, Brgs.; (A) 317-312; (B) 2382-2320; (D & E) 415T-412A; (G & H) 359T-3520; (J) 257-2520; (K) 3381-3320; (GC) Hy, 29097.
1919 (46)—(D & E) 311DR; (O) 205; (Internal Pinion) 407.
1920 (34)—(O) 205; (AA) 209; (BB) 306.
1920 (46)—(D & E) 311DR; (G) 205; (AB) 209; (BB) 306.
1920 (48)—Tim, Brgs.; (A) 317-312; (B) 2687-2620; (D & E) 415T-412A; (D & E) 415T-412A; (C & H) 359S-3520; (J) 257-2520; (K) 3381-3320; (B) 306.
1920 (48)—Tim, Brgs.; (A) 317-312; (B) 2687-2620; (D & E) 415T-412A; (D & E) 415T-412A; (C & H) 359S-3520; (J) 2785-2720; (K) 3381-3320; (D) 205; (AA) 209; (BB) 306. VIALL—1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532. VICTORY-1920 (V-B-L)-(D, E, G & H) Hy, 16079:80: (J) Hy, 26620. VIM—1917 (1,000 lbs.)—(F) Hy, 16691; (G & H) Hy, 26227; (J) Tim, 319-312; (K) Tim 348-3320; (AA) Hy, 17798. 1919—(½ Ton)—(D & E) Hy, 16691; (G & H) Hy, 26227; (GG) Hy, 29097. 1920 (25-1, 22-2 23-Ton)—(GG) Hy, 29097. 1920 (27-1½ Ton)—(AA) Hy, 17798; (CC) Hy, 16820; (GG) Hy, 29097. VOGUE—1920-21—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363 (J) 307DR; (K) Hy, 57883; (CC) Hy, 56972. VOLTZ BROS.—1914 (5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354M5320; (D) 6550-6520; (E) 6354-6321; (G) 375-3720; (H) 395-3920 WALKER_JOHNSON—1920 (B-2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205 WALTER TRUCK—1918-19 (B)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6554-6521; (E) 861-852; (G & H) 477-473.

1918-19 (C-4WD)—Tim. Brgs.; (A & D) 6450-6420; (B & E) 5551-5520; (G & H) 477-473.

1919-20-21 (S)—Tim. Brgs.; (A) 5550-5520; (B) 5355-5320; (D) 6550-6520; (E) 5350-6321; (G, H & K) 477-473; (J) 439-4320; (O) 205; (P) 208DR; (Main Shaft Front) 211DR; (AA) 212DR; (BB) 309; (CC) Hy, 27988; (DD & EE) 308DR. WALTHAM—1920 (E-1½ Ton)—(A) 308DR; (J) 407; (K) 410DR; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306. WARD-1913-14-15-17 (E-D)-Tim. Brgs.; (A) 5558-5520; (B & D) 6453-6420; (E) 6552 6521.

1913-14-15 (E-C)—Tim. Brgs.; (A) 4554-4520; (B & D) 5558-5520; (E) 6453-6420.

1913-14-15 (E-B)—Tim. Brgs.; (A & D) 4554-4520; (B) 3354-3320; (E) 5558-5520.

1913-14-15 (E-A)—Tim. Brgs.; (A & D) 4554-4520; (B) 3354-3320; (E) 5558-5520.

1913-14-15 (E-A)—Tim. Brgs.; (A & D) 3554-3520; (B) 2762-2720; (E) 4554-4520.

1914 (Gas Car)—Tim. Brgs.; (A) 259-2520; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

1915-16-17 (W-S)—Tim. Brgs.; (A) 317-312; (B) 1751-1730; (D & E) 415T-414; (G & H) 365-363; (J) 237-233 (1917 Mod. uses 238-233); (K) 317-312.

1917 (E-A)—Tim. Brgs.; (A & E) 3554-4520; (B) 3362-3320; (D) 4554-4520.

1917 (E-C)—Tim. Brgs.; (A & E) 4554-4520; (B) 3554-3520; (D) 5558-5520.

1917 (E-C)—Tim. Brgs.; (A & E) 3362-3320; (B) 2654-2620; (D) 3554-3520.

1917 (E-C)—Tim. Brgs.; (A & E) 3362-3320; (B) 2654-2620; (D) 3554-3520. WARD LA FRANCE—1919 (2A)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539E-532; (GG) Hy, 29097.

1920—(2B, 2½, 4A-3½, 5A-5 Ton)—(GG) Hy, 29097. | 1920-(2B, 2½, 4A-3½, 5A-5 16B)-(GC) 11), 25937.

WATSON-1917 (5-Ton Tractor)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (C) 443B-4320; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6369C-6320; (AA) 439-4320; (BB) 435-5320; (DD & EE) 415-412.
| 1920 (B)-(A) Bk, 418, (B) Bk, 257; (C) Spec.; (F) 309DR; (G & H) 211; (J) 307; (K) 307DR; (O) 205; (P) 277; (O) 209; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.
| 1920 (U)-Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-570; (G & H) 5765-5720; (J) 599C-552; (K) 6359-6320; (O) 205; (P) 440; (Q) 209; (AA) 435; (BB) 335; (DD & EE) 415; (KK & LL) Spec. WAVERLY-1913-14-15 (13-83-98-90)-Tim. Brgs.; (A) 418-412; (B) 316-31 2; (D) 378 WAVERLY—1913-14-15 (13-63-35-70)
3720; (E) 355-3520.

1913-15 (83-97-99-109)—Tim. Brgs.; (A) 418-412; (B) 316-312; (D) 395-3920; (E) 375-3720.
1912-13-14 (83-96)—Tim. Brgs.; (A & D) 355-3520; (B) 315-312; (E) 276-2720.
1914 (1 Ton) Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520; (G & H) 375-3720, (J) 256-2520, (K) 415-412.
1915 (3 Ton)—(A & D) Tim. 3955-3920; (B & E) 3762-3720.

49.20; (G. & H) 373-372, (J) 39-2-220; (B & E) 3762-3720.

WESTCOTT—1915 (U-50)—Tim. Brgs; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G. & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) ND. 0305; (AA) ND. 212; (BB) ND. 307-1916 (Large 6)—Tim. Brgs; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G. & H) 375T-3720; (J) 255-2530; (K) 417-412.

1917 (S-17 Large 6, Small 6)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2330; (D) 435T-4320; (G. & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333; (DD & EE) Hy, 17799.

1917 (42 & 51)—(AA) 210; (BB) 307; (DD & EE) 206.

(Mod. 41-42 43-6)—(A) 11n, 337-3320; (B) Tim. 236-2330; (J) 255-2530; (K) 417-412; (O) Fnfin; 205A; (AA) 210; (BB) 307; (DD & EE) 206.

1918 (Ser. 18) (O) 205; (AA & BB) 306, (DD & EE) Hy, 17799.

1919 (C-38)—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D & E) 415T-412A; (G. & H) 3598, 3520; (J) 2785-2720; (K) 3381-3320; (O) 205; (Q) 460; (AA) 209; (BB) 306DR; (DD & EE) Hy, 17012; (KK & LL) Spec.

1919 (C-48)—Tim. Brgs.; (A) 415-412; (B) 2382-2330; (D & E) 458T-454; (G. & H) 377-3720; (J) 3196-3120; (K) 439T-432, (O) 205; (Q) B & B 460, (AA) 277-274; (BB) 339-333; (DD & EE) 306, (KK & LL) Spec.

WESTERN 1918 (All Mod.) (D & E) Tim. 861-852

WESTERN 1918 (All Mod.) (D & E) Tim, 861-852

WHITE—(Mod. ATC) (A) 313, (B) 309; (D) 416; (E) 410; (J) 313, (Q) 302; (W) 410; (V 412 (T-C 5-Ton) -(A) 313; (B) 309; (D) 416; (E) 410, (G) 315; (H) 0315; (J) 310; (K) 407 (N) 307; (Q) 302; (W) 410; (Y) 412; (AA) 212; (BB) 307; (CC) 306. (GBBE ¾-Ton)—(A) 309; (B) 306; (D & E) 313; (J) 407; (K) 310; (O) 206; (Q) 302; (W) 410; (Y) 412; (GG) 304 (GAD Touring) (A) 307; (B) 304; (D) 309; (J) 307; (K) 404, (Q) 00134; (W) 410; (Y) 412; (BB) 307; (GG) 305.

137 VELIE—Continued
1916 (Mod. X)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H)
559C-552; (J & K) 539C-532; (AA) 439-4320; (BB) 440-4320; (CC) 335 cone; (DD & EE)
415-412.
1917 (25 1); Ton)—Tim. Brgs.; (G & H) 395-3920; (J) 337-3320; (K) 440-4320.
1917 (25 1); Ton)—Tim. Brgs.; (A) 3750-3720, (B) 3360-3320; (D & E) 5553-5520; (G & H)
319-313.
1917 (26 2-Ton)—Tim. Brgs.; (A) 4550-4520; (BB) 4361-4320; (CC) 443-4320; (DD & EE)
415-412.
1917 (27)—(A) Tim. 337-3320; (B) Tim. 255-2530; (AA) 336-3320; (D & E)
415-412.
1917 (27)—(A) Tim. 373-320; (B) Tim. 255-2530; (CB) Tim. 313-312; (CC) 205-(CC) Tim. 3196-3120; (CC) Tim. 3196-3120 WHITE HICKORY—1918-19 (Mod. H)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539C-532; (O) 205; (P) 307; (Q) 1212; (S) 205; (T) Cont. Motor 6HG-206; (U) Cont. Motor 6HG-208; (V) Cont. Motor 6HG-207; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller & Sons Rolle4 1023; (KK & LL) BK 23, Ball Brgs.

1920 (E-1 Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (F) 539TD-532; (G) 397-3920; (J) 444-432; (K) 456-453; (O) 205; (P) 307; (Q, GG) Spec.; (AA) 304; (BB) 307; (DD) 305, (EE) 306. (EL) 306. 1920 (H-1)½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G) 477-473; (J) 456-453E; (K) 539E-532; (O) 205; (P, BB) 307, (Q, GG, KK & LL) Spec.; (AA) 304; (DD) 305; (EE) 306. 1920 (K-2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (DD & EE) 5557-5520; (G) 559-552; (J & K) 539E-532; (O) 205; (P, BB) 308; (Q, GG) Spec.& (AA) 304; (DD & EE) 306. WHITNEY-1919 (9-18)—(S) Hy, 17174-3974; (AA) Tim, 5565-5520, (BB) Tim, 435-432; (DD & EE) Tim, 440-432; (GG) Hy. (DD & EE) 11m, 430-32; (GG) Hy.

WICHITA—1917-18 (O 3½ Ton)—(D) Bower, 317NDT SF

1917-18 (Q 5 Ton)—(D) Bower, 319NDT SF.

1919-20-21 (1½ Ton)—(A) Bk, N310; (B) Bk, N308; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516; (GG) Hy, 29097.

1919-20-21 (2½ Ton)—(A) Bk, N310; (B) Bk, N309; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516; (GG) Hy, 29097

1919-20-21 (C-3½ Ton)—(A) Bk, N312; (B) Bk, N311; (CC & FF) Hy, 26839; (GG) Hy, 19080. 19080.

WILCOX TRUX—1913-14-15 (L 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.

1913-14-15 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520, (B) 4361-4320, (C) 443-432; (D) 6358-6321; (E) 5355-5320; (G & H) 375-3720, (AA, BB, DD & EE) 337-3320, some models use (AA) 375-3720; (BB, DD & EE) 335-3320.

1916-17 (P 3½-Ton)—(AA) EE) 335-3320; (DD & EE) Tim, 415-412.
1916-17 (R 1½ Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.

1917 (V-34, S 1-Ton)—(AA) Tim, 277-274; (BB) 339-333.

1917 (V-34, S 1-Ton)—(D) Bower, 319 NDT SF.

1918 (P 3½ Ton)—(D) Bower, 319 NDT SF.

1918 (U-34, S-1 Ton)—(AA & BB) Tim, 377-274; (BB) Tim, 339-333.

1918 (N-1½, Q2 Ton)—(AA & BB) Tim, 349-412; (DD & EE) Tim, 415-412.

1918 (W-5 Ton)—(AA & BB) Tim, 447-4320; (DD & EE) Tim, 415-412.
1918 (W-5 Ton)—(AA & BB) Tim, 447-4320; (DD & EE) Tim, 415-412.
1920 (AA Mod.)—(A) Tim, 435-4420; (B) 339-3320; (AA & BB) 36-3320; (DD & EE) Tim, 415-412. 1920 (B & C)—Tim. Brgs.; (A) 4554-4520; (B) 3360-3320; (AA & BB) 336-3320; (DD & EE) 335-3320.
1920 (E)—Tim. Brgs. ;(AA & BB) 447-4320; (DD & EE) 415-412.
1919 (A & B)—(F) 2-311; (G & H) 213; (J & K) 407; (DD & EE) 306.
1919 (C-2½ Ton)—(F) 315DR, (G & H) 214; (J) 310; (K) 410DR,
1919 (W) -(A) 315DR; (B) 314DR; (F) 319DR, (G & H) 219; (J) 409; (K) 410.
1919 (D)—(F) 317DR; (G & H) 219DR; (J) 409; (K) 413DR. 1919 (D)—(F) 317DR; (G & H) 219DR; (J) 409; (K) 413DR.

WILLYS, KNIGHT & OVERLAND—1915 (81)—(A) Tim, 256-2520; (B) Tim, 1751-1730 (F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305.

1915 (80)—(A) Tim, 256-2520, (B) Tim, 235-2320; (F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305.

1915 (82)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 210; (BB) 307; (DD & EE) 305.

1915 (W-19)—(D) 310; (E) 210; (G & H) 0311; (K) 0407; (AA) 209; (BB) 807; (CC) 305; (DD & EE) 306.

1916 (75)—(F) 308; (G & H) 0208; (AA) 208; (BB) 306; (DD & EE) Hy, 26972.

1916 (86)—(AA) 210; (BB) 307; (DD & EE) 306.

1916 (86)—(AA) 210; (BB) 307; (DD & EE) 306.

1916 (86)—(AA) 210; (BB) 307; (DD & EE) 306.

1916 (Willys-Knight 80-82-84-86)—(A) Tim, 1353-3320; (B) Tim, 1351-1330; (F) 1309; (G & H) Tim, 277-274 ND 0208; (BB) 306; (DD & EE) Hy, 26972.

1916 (Willys-Knight 80-82-84-86)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 208; (BB) 307 on first 5,000, 407 after;)DD & EE 305; (GG) ND. 04.

1917 (75B)—(F) 310; (AA) 208; (BB) 307.

1917 (75B)—(F) 310; (AA) 208; (BB) 307.

1917 (Willys-Knight 84, 86, 88)—(A) Tim, 317-312; (B) Tim, 235-2320; (F) 311; (G & H) 365-363; (G & H) 385-383; (Mod. 88-6 uses 375-3720; (AA) Ann, 210; (BB) 407; (DD & EE) Hy, 16962.

1917 (907)—Tim, Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 277-274.

363; (G & H) 385-383; (Mod. 88-6 uses 375-3720; (AA) Ann, 210; (BB) 407; (DD & EE) Hy, 16962.
1917 (90T)—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 277-274.
1918 (85-4)—(F) 310; (K) 307; (AA) 208; (BB) 307.
1918 (89-6)—(F) 311; (K) 407; (AA) 208; (BB) 210.
1918 (88-8)—(K) 408DR; (AA) 210; (BB) 408; (DD & EE) Hy, 16962.
1918 (90T)—(F) 309; (K) 306; (AA) 208; (BB) 306; (DD & EE) Hy, 26972.
1918 (Willys 6-89)—(DD & EE) Hy, 16828.
1919 (88-4)—(CC) Hy, 26972; (DD & EE) 16962.
1920 (4)—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 288-284.
1920 (20)—Tim. Brgs.; (A) 2786-2720; (B) 1751-1730; (G & H) 365-363; (J) 2690-2620; (K) 3191E-3120.

WILLYS UTILITY -1913-15 (65 1½ Ton) Tim. Brgs.; (A) 4367-4820; (B) 3159-3120; (D) 4553-4520, (E) 3360-3320.

(D) 4553-4520. (E) 3360-3320.

WILSON 1915-16-17-18 (1½ Ton Chain ½ Worm 2 Ton) (AA) Hy, 27794; (BB) Hy, 26733; (DD) ½ EE; Hy, 16516; (FF) Hy, 16948.

1918 (1 Ton) (AA) H, 17026, (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919 (EA) (Tim. Brgs.; (A) 4558-4520, (B) 3360-3320; (C) 341 3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539E 532; (O) 205; (P) 208; (AA & BB) 337; (CC) 306; (DD & EE) 306.

1919 (G) (Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720, (C) 443-4320; (G & H) 5756-5720; (J) 559-552; (K) 6375E-6320C, (O) 205; (P) 208D; (AA) 211; (BB) 212; (CC) Spec; (DD & EE, 308.

1919 (H) Tim. Brgs.; (A) 5550-552; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6375E-6320C; (O) 205, (P) 208D; (AA) 211; (BB) 212; (CC & FF Spec.; (DD & EE) 308.

1920 (F) Tim. Brgs.; (A) 4558-4520; (B) 3360-3320, (D) 6378-6320; (G & H) 477-473; (J) 456-453, (K) 539E-532; (O) 205; (P, AA) 208; (BB) 308; (CC, FF) Spec.; (DD) 305; (EE) 306.

WILSON—Continued

1920 (E.A.)—Tim. Brgs.; (A) 4558-4520; (B) 3360-33200 (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205; (P) 208; (AA) 209; (BB) 309; (CC & FF) Spea.; (DD) 306; (EE) 307.

1920 (G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (O) 205; (P) 208; (Q,CC, FF) Spea.; (AA) 209; (BB) 309; (DD) 306; (EE) 307.

1920 (H)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 7375E-6323; (K) 6455E-6422; (O) 205; (P) 208; (Q, CC, FF) Spea.; (AA) 210; (BB) 310; (DD) 307; (EE) 308.

(E) 6552-6521; (J) 7375E-6323; (K) 6455E-6422; (O) 205; (P) 208; (Q, CC, FF) Spec. (AA) 210; (BB) 310; (DD) 307; (EE) 308.

*WINTHER—1917 (47), 1918 (48)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Hy. 26665; (E) 308; (G & H) Hy. 26057, (1) SKF, 709; (J) 307; (K) Hy. 26777; (Spur Cear) Hy, 17791; (O) 1205; (AA) Tim, 419-412; (BB) Tim, 357-353; (CC) Tim, 336-3320; (DD & EE) 339-333 (Mod. 47 uses (AA) 307; (BB) 211, (CC) 307, (DD & EE) 366); (GG) Hy. 29097.

1917 (67)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy. 17897; (E) 410; (G & H) Hy. 26480; (I) SKF, 709; (J) 310; (K) Hy. 26669; (Spur Gear) Hy. 17791; (O) 205; (AA) 1308; (BB) 212; (CC) 308; (DD & EE) 306; (GG) Hy. 29097.

1917 (87)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy. 47894; (E) 411; (G & H) Hy. 26480; (I) SKF, 709; (J) 310; (K) Hy. 26669; (Spur Gear) 410; (O) 205; (AA) 309; (BB) 213; (CC) 309; (DD & EE) 307; (GG) Hy. 29097.

1917 (127)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy. 17897; (G & H) Hy. 26480; (I) SKF, 709; (J) 310; (K) Hy. 26669; (Spur Gear) 410; (O) 205; (AA) 1310; (BB) 215; (CC) 310; (DD & EE) 308; (GG) Oakes, ME3.

1918 (68)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy. 17897; (E) 410; (G & H) Hy. 26480; (I) SKF, 709; (J) 310; (K) Hy. 26669; (Spur Gear) 410; (O) 205; (AA) 1310; (BB) 215; (CC) 310; (DD & EE) 308; (GG) Oakes, ME3.

1918 (68)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy. 47894; (E) 411; (G & H) Hy. 26480; (I) SKF, 709; (J) 310; (K) Hy. 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Hy. 29097.

1918 (88)—(A) Tim, 355; (B) Tim, 5351; (D) 318; (E) Hy. 17897; (I) SKF, 709; (J) 310; (K) Hy. 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 318; (E) Hy. 17897; (I) SKF, 709; (J) 310; (K) Hy. 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME-3.

1918 (108)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy. 17897; (G & H) Hy. 26480; (I) SKF, 709; (J) 310; (K) Hy. 26669; (Spur Gear) 410; (O) 205; (AA) T

(G& H) Hy, 26480; (I) 709; (J) 310DR; (K) Hy, 26669; (O) 205; (Q) B & B 2149; (AA Tim, 306; (BB) Tim, 357-353; (CC) Tim, 336-3320; (DD & EE) Tim, 339-333; (GG) Oake C-2802.

C-2802. (BJ) Int., 357-355; (CC) Int., 358-320; (BD & EE) Ilin, 339-333; (GG) Oake C-2802. [919 (479)—(A) 311; (B) 308, (D) Hy, 17897; (E) Br, 410NDT; (G & H) Hy, 26480; (I) 709; (J) 310DR; (K) Hy, 26669; (O) 205; (Q) B & B 10075;)AA (Tin, 335; (BB) Tim, 435-4320; (CC) Tim, 439-4320; (DD & EE) 415-412; (GG) Onkes ME-3. [920 (430)—(A) Hy, 46670; (B, E & J) 307DR; (D) Hy, 46670; (G & H) Hy, 26064 or Bk, 375; (I) Clark 234E; (K) Hy, 26668; (O) 205; (Q) 212; (AA, BB, CC) 307; (DD) 305; (EE) 306; (FF) Fuller 1023; (GG) Oakes C-1161. [920 (450)—(A) Hy, 46670; (B) 307DR; (D) Hy, 26662; (E) Br, 308; (G & H) Hy, 26057 o) Bk, 375; (I) Clark 53E; (J) 307; (K) Hy, 26777; (O) 205; (Q) 212; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller 1740; (GG) Oakes C-1161. [921 (751)—(A) Tim, 3381-3320; (B) Tim, 267-2620; (D) Tim, 420-413; (E) Tim, 319-313; (G) Tim, 279-2720; (H) Bk, 236; (J) Tim, 275-2720; (K) Tim, 335-3320 (O) 205; (Q) Warner X3806; (AA) Hy, 27992; (BB) 306; (CC) 209; (DD & EE) Hy, 17012. [921 (Car 61)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) R. 309; (G, H & I) Tim, 375-3720; (J) 307; (K) R. 407; (O) 205; (Q) Warner X3806; (AA) Hy, 27992; (BB) 306; (CC) 209; (DD & EE) Hy, 17012. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161. [931 (CC) 209; (D

WINTON—1909-10-11-12-13-14—Tim. Brgs.; (A) 3361-3320; (B) 2553-2520; (C) 2758-2720; (D) 4553-3520; (E & J) 3762-3720; (G & A) 3955-3920; (K) 4360-4320.

1915-16 (21A, 22A)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 365-363 Ann, 210; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) DR. 205; (AA) 344-333 ND.305; (BB) 339-333 Ann, 307; (CC) Ann, 305; (DD & EE) Ann, 306; (GG) Ann, ND. 04.

(Mod. 20-48 HP.)—(P) 210; (AA) 304; (BB) 310; (DD & EE) 307. (Mod. 17-D, 6-48)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (CC) 305; (DD & EE)

(Mod. 17-D, -4s)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD, E) 307.

(Mod. 21)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD, E) 307.

1916 (22 Large 6)—Tim. Brgs.; (A) 419 412; (B) 316-312; (C) 3856B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) ND. 205; (Q) DR. 308; (AA) 337-3320, DR. 305; (BB) 339-333, Ann, 308; (CC) Tim, 306 cone; (DD & EE) 319; 313, DR. 307; (GG) ND. 04.

1917 (22A) —Tim. Brgs; (A) 3381-3320; (B) 2382-2320; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 344-333; (BB) 339-3320.

1917 (Large 6-22) —Tim. Brgs; (A) 419-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 357-353.

1917 (Large 6-8T) —Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 4553-4520-(E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 344-333; (BB) 339-333 1919-20-21 (25)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (H) 456-454; (J & K) 539-532; (AA) 344-333; (BB) 339-333 1919-20-21 (25)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (H) 456-4520; (H) 539-532; (AA) 344-333; (BB) 339-333 (H) 344-333; (DD & EE) 306; (GC) 204; (KK) 211, (LL) 12004.

WISCONSIN—1919-20 (Dairy Truck)—Tim. Brgs.; (A) 317-312; (B) 235-2320; (D) 4559-

WISCONSIN—1919-20 (Dairy Truck)—Tim. Brgs; (A) 317-312; (B) 235-2320; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412. 1920 (Luverne 2-3 Ton)—Tim. Brgs; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1920 (Luverne 2-3 Ton)—Tim. Brgs; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

WITT-WILL—1914 (2½ Ton)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.

1914 (4, 4½-Ton)—Tim. Brgs; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA) 439-4320; (BB) 335-3320; (DD & EE) 415-412.

1916 (1½ Ton)—Tim. Brgs; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C 454; (J & K) 539C-532.

1916 (B Special)—Tim. Brgs; (A) 4558-4520; (B) 3360-332; (C) 341B-3320; (D & E) 5553; 5520; (G & H) 559C-552; (J & K) 539C-552.

1917 (R 4-Ton)—Tim. Brgs; (A) 5550-5520; (B) 5350-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G) 4553-4520; (H) 4353-4320; (J) 5366-5320; (K) 455-4520; (AA, DD & EE) 4364-4320; (BB) 4553-4520.

1917 (1 Ton)—Tim. Brgs; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 455-452; (AA 559-532); (AA & BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.

1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4354-4320; (C & H) 375-3720; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5558-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

1919 (WD 1-19, WD 2-19)—Same as 1917 ton mod.

1919 (WD 1-19, WD 2-19)—Same as 1917 ton mod.

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1919 (WD 1-19, WD 2-19)—Same as 1917 ton mod.

1919 (WD 1-19, WD 2-19)—Same as 1917 ton mod.

1918 (WD 1-19, WD 2-19)—Same as 1917 ton mod.

WOLVERINE—1918 (1½ Ton)—(H) Hy, 26219.

1919—(1½ Ton)—(G) Hy, 26219; (GG) Hy, 29097.
1920 (C1½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (G) Hy, 26219; (GG) Hy, 29097.
1920 (D-2 Ton)—(A) Tim, 4762-3720; (B) Tim, 3360-3320; (G) Hy, 26084; (H) 26085; (GC) Hy, 29097.

1920 (L-3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320.

WOODS DUAL POWER-1917 (Gas Elec.)-(A) Tim, 3381-3320; (B) Tim, 2382-2330 YALE—1917 (Mod. K)—Tim. Brgs.; (A) 337-3320; (B) 2382-2320; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2520; (K) 417-412.

ZEITLER-KING CO.—1919 (4 Ton)—(GG) Hy, 29097.

1920 (1 Ton)—Tim. Brgs.; (A) 3362-3320; (B) 2382-2320; (GG) Hy, 29097.

1920 (K-Z 2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-312, (GG) Hy, 29097

1920 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 448-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Hy, 29097.

ZEITLER & LAMSON—1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5653-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; (G & H) 559C-552; (J & K) 539C-532.

New Atterbury Models Announced

The Atterbury Motor Car Co. of Buffalo, announces two new truck models of 21/2-3-ton and 3½-4-ton capacity. These two new models follow the 1½-ton and 5-ton models which have been in production for some time.

The specifications give several important changes, all of which are standard equipment. Among these are found: Latest type K-4 and L-4 Continental engines with pressure feed lubrication and removable cylinder heads; Delco electric lighting equipment with generator; semi-enclosed all steel cabs with doors; built in glass windshields; left hand drive and center control; amidship transmissions, 4 speeds forward, 1 reverse; longer wheelbases; lower transmission gear ratios; new type hoods with removable side panels; polished aluminum radiators; combination radiator guards and bumpers; Alemite chassis lubrication systems; vacuum gasoline feed systems.

Rickenbacker Organizes Company to Finance Sales Rickenbacker Co., Inc., Detroit, has been formed as a financing company for the Rickenbacker Motor Car Co. and will handle all financial business of the manufacturing company. This, according to B. F. Everitt, president of the manufacturing company, applies to the handling of sales and such other business as may arise from time to time.

The capital stock of the financing company is \$100,-000 at \$10 a share; \$10,000 paid in cash. Stockholders are E. V. Rickenbacker, 260 shares; B. F. Everitt, 260 shares; R. M. Chambers, 160 shares; R. H. Hood, 160 shares, and H. L. Cunningham, 160 shares.

Penco Corp. Organized

All automotive products of the Penberthy Injector Co., as far as sales, advertising and market development is concerned, will be handled by the Penco Corp. which has opened offices at Detroit in the General Motors Building. The Penberthy company makes several well known parts and accessories for the automotive field, notable among these being the Ball and Ball carburetor, Penberthy re-atomizer, flo-meter and gasoline gauge. The officers of the Penco Corp. are Homer S. Johnson, president; Ivan A. McKenna, vice-president; Charles B. Johnson, secretary; and Carl Reese, treasurer.

A. G. McMillan, formerly director of sales of the Mitchell Motors Co. is now director of specialized sales of the Kardex Sales Co., of Tonawanda, N. Y.



"Built by Westinghouse —you know it's right"

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WESTINGHOUSE BATTERIES *

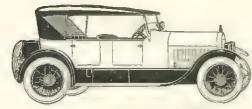




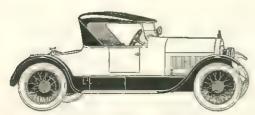
Stutz Performance in a



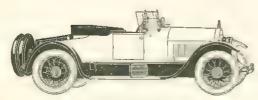
7-Passenger Touring, \$2640 f. o. b. factory



4-Passenger Sportster, \$2790 f. o. b. factory



3-Passenger Roadster, \$2450 f. o. b. factory



Speedway Roadster, \$2760 f. o. b. factory

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Car for Every Occasion

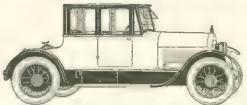
At their present phenomenal prices, Stutz cars today represent the greatest value ever offered by the company. For prestige, quality and intrinsic worth, they are not surpassed.

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STUTZ MOTOR CAR COMPANY OF AMERICA, Inc.
Indianapolis, Indiana, U. S. A.



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5-Passenger Sportsedan, \$4450 f. o. b. factory



7-Passenger California Top, \$3015 f. o. b. factory



4-Passenger California Top, \$3165 f. o. b. factory





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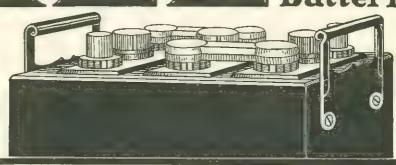


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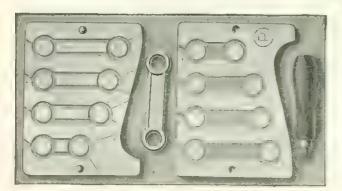
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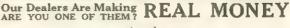
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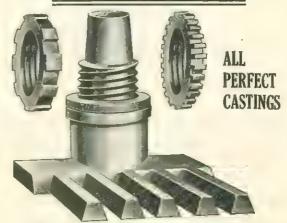
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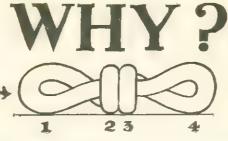
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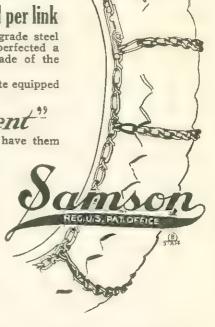
Our open easy fastener makes the putting on and taking off of tire chains a pleasure quick, easy and positive.

You can buy many of your auto accessories direct from us—saving freight, labor, etc., as we have a full line of chain acces-

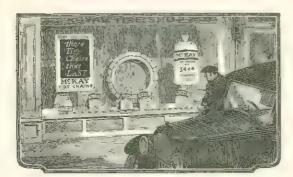
Send for our catalog, you will like our method of doing business.

THE CLEVELAND CALVANIZING WORKS CO.

CLEVELAND, OHIO, U.S.A.



You'll Sell More Chains



They Cost No More and They Last

Because These Chains Last

Lay in a stock of McKay Tire Chains-The Better Black Chains in the Red Band Bag. Display them in your window—identify yourself as a McKay Distributor—and you'll sell more tire chains than ever before.

McKay Chains completely fill the need and the demand for better chains. They are not only harder than ordinary chains-but tougher as well. And it's their remarkable toughness that makes them last longer.

You'll be interested in the McKay Proposition Book. It tells what we do to help you-with full page advertisements every month in The Saturday Evening Post, Country Gentleman and various automotive publications. Write for a copy

MCKAY TIRE

UNITED STATES CHAIN & FORGING COMPANY Union Arcade, Pittsburgh, Pa.

Makers of Chains for all Commercial and Industrial Purposes Plants at York and McKee's Rocks, Pa.; Columbus and Marietta, O.; Huntington, W. Va.



CHAINS

make it easy to be safe!

No lost chains with the positive locking device

This is the patented OFF'N'ON lock-simple and positive. The first or second link on the opposite end of the side chain is slipped into the notch—the clamp permitted to drop-and the chain ends are positively locked. A slight pressure of the thumb under the clamp end, immediately releases the lock. For less "takeup" than a link, the second notch in the lock can be used.

This OFF'N'ON lock is more than merely a fastener; it's a tightener! Its lever action not only assures a positive locking together of the ends of the chain-it quickly and easily pulls them together and tightens the chain to the exact true fit for the casing.

The lever The 2 notches draws up the give double slack as it take-up closes

when closed the strain comes on solid piece of steer not on lock lever

icks here. iightest asion keeps it locked

Cross link slips on hereon flat side

Flat part is strong as any part of link

Double knotadds strengthprevents stretchinggives smooth surface

Slides around here and is locked in by side chains

This patented slip-on link makes it easy to take off worn-out cross chains and put on new ones. A child can do it. OFF'N'ON Chains, with these special devices, cost no more.

These are some of the special patented features of OFF'N'ON Chains that make them rapid sellers. Order from your jobber today. Buyextra cross links, you can sell a set with each pair of chains.

Write for circular and price list giving the name of your jobber

PYRENE MANUFACTURING COMPANY

Makers of Pyrene Fire Extinguishers 520 Belmont Ave., Newark, N. J.

BRANCHES:
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KANSAS CITY
17 So. Jefferson Street 1712 Grand Avenue

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SAN FRANCISCO 977 Mission Street

MARVEL-"THE MILEAGE ACE"

The Tire That Has Been Selected to Make
The Trip Around The World



"Marvel" Tires in Belgium on their way around the world.

Aug. 20, 1922.

S. W. Tidd, Pres., New Tread Tire Co., E. Palestine, O.

Dear Mr. Tidd:

We have just traveled through Belgium and I think anything but a Marvel tire would have caused the most orthodox preacher to swear or the average tourist to go insane.

All of the Belgian roads, both in the city and country, are made of cobble stone. They are everlasting roads for wear but it doesn't take an intelligent man to see that they were never intended for the comfort of automobile tourists.

The machines bounced, rattled and fairly jumped over the rough roads, but due to the excellent flexibility and shock absorbent qualities of the heavy Marvel tires, we traveled over them at a fair rate of speed and with comparatively little vibration or bouncing.

We passed machine after machine which could only creep along because of the bouncing about and vibration of the car. With seventy pounds of air the Marvel tires carried us over these roads with the same comfort which we used to get on the ordinary brick road on any other tire.

Tourists and tire dealers in Belgium needed no further arguments as to the quality of our tires. We were the objects of envy by every automobile driver.

Very truly yours,

R. J. Jeffreys.

Guaranteed for 10,000 Miles

DEALERS: Write for Samples, Literature and Exclusive Territory

The New Tread Tire Co.
EAST PALESTINE, OHIO,
U. S. A.





Only \$1.40! And it's an attractive red enameled sturdy jack—just the thing for every light car owner.

Which of your customers would not spend \$1.40 for a jack that can be relied upon? The No. 9 works every time and it can't get out of order. Most light cars are equipped with poor jacks—the owners are looking for a good reasonably priced jack. Here it is! There is a good profit for you on every sale.

Put one of these bright red jacks on your counter—and watch it attract attention. Put the price tag on it, too. "Only \$1.40." Price tags make sales.

And there is a Reliable Jack for the large car owner, too. A jack for every purpose. You only have to handle one line when you sell Reliables.

Fill in the coupon and see how quickly these jacks sell. Reliable Jacks are your best profit makers in the accessory line.

"Ask 'em to buy"

WARNING TO DEALERS: When you buy Reliable Jacks—be sure you get the product of the Elite Mfg. Co., Ashland, Ohio. The Reliable line is being widely imitated and this notice is given for your protection.

Elite Manufacturing Co

Dept. 109

Ashland, Ohio

RELIABLE

Use	
This	
	Coupon

SPECIAL OFFER TO DEALERS. Fill out and attach this coupon to your letter h Elite Mfg. Co., Dept. 109, Ashland, Ohio. Please send me one of these Jacks. You may bill me through my regular job	
whose name is:	
Address	
Send to	
Address	



EUROPEAN PLAN 600 ROOMS - 600 BATHS

Headquarters in Detroit for
Old Colony Club Detroit Automobile Club
Detroit Transportation Club



100 at \$2.50 Single - - \$4.50 Double, per Day
150 "\$3.00 " - - \$5.00 " " "
100 "\$4.00 " - - \$6.00 " " "
50 "\$5.00 " - - \$7.00 " " "
50 with Twin Beds, \$5.00 to \$7.00 " "
100 In Suite, \$5.00 to \$8.00, Double " "
Two Floors Agents Sample Rooms, \$5 per Day
Table d'Hote Dinner \$1.25 - \$2.00
Business Men's Lunch 65c

HOTEL TULLER

CAFETERIA

A. MCKENDRICK, Mgr.

BRITTE

IF YOU HAVE MADE ANY CHANGE

in your branch office or agencies please inform us at once and we will bring the facts to the notice of the trade through our medium of information.

THE FERGUSON PUBLISHING CO.

go West Street

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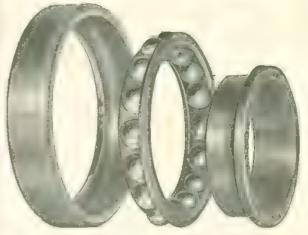
Sell This Popular Accessory

Every sale of a Shaler 5 Minute Vulcanizer is more than only one sale and one profit-it brings additional sales from the same customers, because they each need to buy the Patch-&-Heat Units regularly for use with the Shaler. This big repeat business comes

to you—brings you regular profits—in addition to your profits from selling Shaler Vulcanizers—and without any effort on your part. Regardless of times or season, Shaler Vulcanizer sales bring 5 MINUTE steady repeat sale profits. 5 Minute VULCANIZER for only \$1.50. Sold By All Jobbers

C. A. Shaler Co. 446 Fourth St., Waupun, Wis.

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Manufacturers of

Thrust Ball Bearings Angular Contact Radial Bearings Angular Contact Thrust Bearings

Bearings made to your B/P's and requirements-Your present Bearing sizes dupli-

The Bearings Company of America Lancaster, Penna.

Detroit Office, 1012 Ford Bldg.

Did you see our ad in the August Issue of Motor Record?

That was only one of the many records the "Marvel" has pulled down this year.

If your car is not equipped with a "Marvel" why not call on our nearest distributor or service station. If he is unknown write us for name and address.

MARVEL CARBURETER CO. FLINT, MICH.

THE BEST JOB IN THE SHORTEST TIME



PEP is THE ORIGINAL non-freezing, non-drying, water-mixed compound. Many imitate but none can copy nor equal Patented Pep.

PEP contains no grease nor anything to hinder

One grade is all that's needed for any job.

PEP will stand double pressure on the work without ringing or grooving.

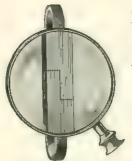
PEP will make you feel like a *Profiteer* if you use it and then charge standard prices for valve grinding.

PROVE IT AT OUR EXPENSE. SEND FOR FREE SAMPLE

PEP MFG. CO., Inc.

EVERYDAYS

seat faster!



Quick Seating Turned Face. Fine lathe turning produces a velvet face that will seat faster No repairman or motorist likes to "baby" an engine to seat piston rings.

You want rings that give immediate results—rings that seat quicker and better—rings that make the motorist feel good whenever he thinks about them being in his car.

Everydays are that kind. They seat so that they satisfy—completely.

It's due to their fast-seating, velvet-finish face, produced by fine lathe cutting.

Everydays wear evenly and smoothly all around. They maintain an even and constant wall pressure under all temperatures and compressions. Everydays therefore can't leak!

They satisfy the motorist because they give quick results—save gasoline and oil—increase power—and eliminate carbon and oil pumping.

Besides, there's more profit for you in every ring you sell—if they are *Everydays*. *Everyday* features help you to sell more rings. Result: MORE profit on MORE Rings.

All standard sizes from 2 inches up. Oversizes .010, .020, .030. List prices: up to 4 inches incl., .50; $4\frac{1}{16}$ to $4\frac{1}{4}$ inches incl., .60; $4\frac{1}{16}$ to 5 inches incl., .70. Sold through jobbers everywhere. Resold by leading dealers

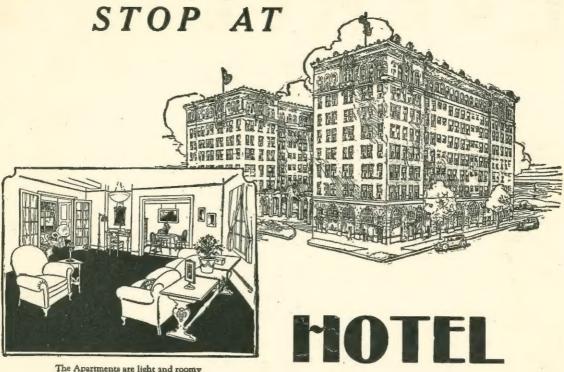
Write NOW for Everyday's Xtra Profit Sales Plan

> Patent No. 1,132,762 March 23, 1915



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Chicago's Most Pleasant Hotel

Rooms single or en suite Rates \$4.00 per day and up All rooms have private bath

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Smokes for Your Customers-Dollars for You

Your customer knows how hard it is to "light up" while driving. The Presto Electric Cigar Lighter is just what they've been looking for. Installed on the dash, it's always ready for use—enough cord furnished to reach everyone in the car. Current automatically turns on when lighter is pulled out of socket. Cord winder pulls lighter back into socket and automatically shuts off current. The only electric cigar lighter with a safety fuse to protect the battery.

At the retail price of \$6.00 the Presto Cigar Lighter is a ready seller and a real profit-maker for jobbers and dealers.

The Presto Electric Heater



Sells on sight. It's just what motorists everywhere have been looking for—a motor heater that keeps the motor and radiator warm in the coldest weather. Convenient hook for hanging the heater under the hood next to the radiator. Cheaper than heating the whole garage. Attaches to any 110-volt electric light socket—a.c. or d.c.

Perfectly safe—the coil never gets red. Draws only $1\frac{1}{2}$ amperes of current. Furnished complete with 10 feet of cord.

The All-Weather Foot Protector





Prevents cold air from entering the car through the pedal slots in winter—keeps a Ford snug and warm. Every Ford owner needs this protection. Close-fitting, rubber pads attached to steel plates permit free manipulation of pedals also includes pads for emergency brake lever. Easily and quickly attached by anyone. The big season for selling is here. Don't be caught without a stock to meet this big demand. Order from your jobber today.

We manufacture over 100 Presto quick-selling motor necessities.

There's a handsome profit on every sale.

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